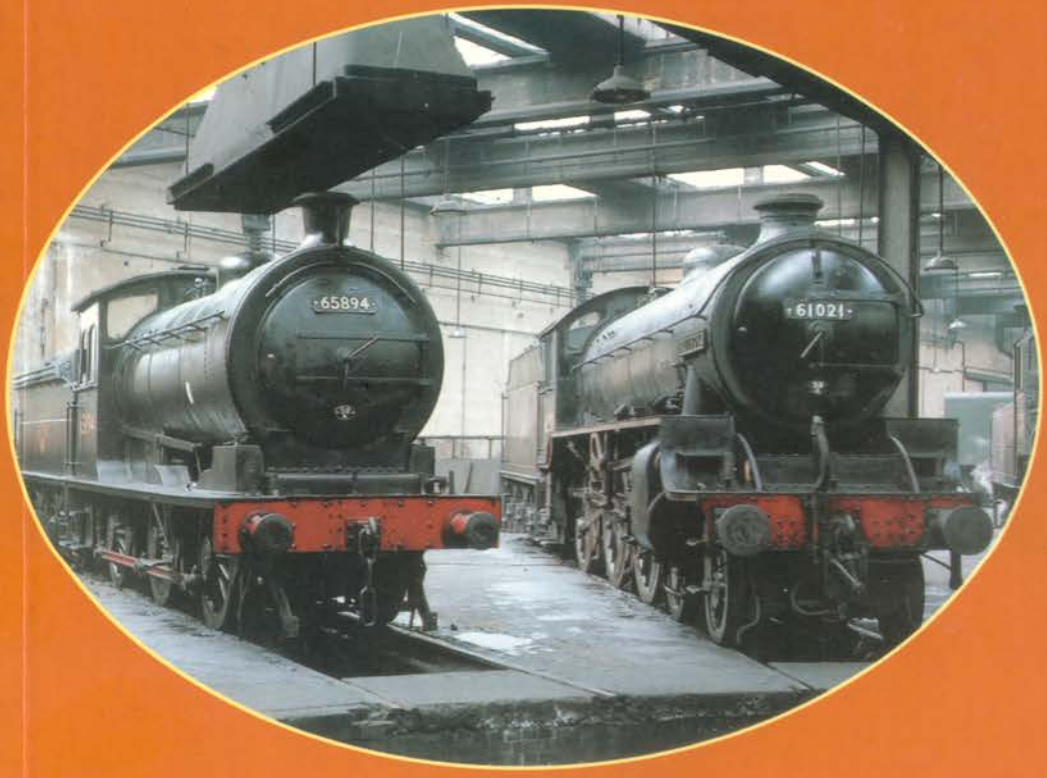
BR STEAM MOTIVE POWER DEPOTS



NORTH EASTERN REGION

PAUL BOLGER

BR STEAM MOTIVE POWER DEPOTS

NER

Paul Bolger

Nottingham

Booklaw Publications

First published 1984

© Paul Bolger 1984

All rights reserved. No part of this book may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photo-copying, recording or by any information storage and retrieval system, without permission from the Publisher in writing.

This edition published by
Book Law Publications 2009

Printed and Bound by
The Amadeus Press, Cleckheaton, BD19 4TQ.

Preface

The purpose of this book is to assist the average enthusiast be he modeller, relic collector or historian, with his search for information on motive power depots — the home of the steam locomotive.

Many devotees will recall the experience of touring such an establishment; the hiss of steam, the clank of engine movements and the sight of smoke suspended from the ceilings above the many varieties of engine in different stages of repair.

The sight of a fully serviced locomotive simmering outside the Depot on a crisp bright morning is a memory I shall never forget. I hope that the following pages aid the reminiscences of those fortunate enough to have lived during the steam age.

This book is dedicated to the many people who contributed photos and information to this series of books. A sincere thank you to one and all.

Paul Bolger

The eastern end of Heaton shed in 1954.
Photomatic

Introduction

For reasons of parity with the previous volumes — *BR Steam Motive Power Depots LMR, ER, ScR, SR* and *WR*(all Ian Allan) — the depots covered by this work have been restricted to those which possessed a code, as these were the most visited and of greater importance to the railway network.

In all, 35 depots are outlined and because of the lesser number of sheds by comparison with previous volumes, an average of five views per shed have been included. For continuity of the text the codes used as headings are c1950.

Acknowledgements

This book has been made possible with the invaluable help of the following people and organisations: Mr Winch and Mr Fairclough of Cambridge University Library; Mr G. M. Kichenside of Locomotive & General Railway Photographs; Mr T. J. Edgington of the National Railway Museum; Mr C. J. Woolstenholmes of the North Eastern Railway Association; Miss S. Percy of the Ordnance Survey; Mr C. Turner of Photomatic.

In addition, special thanks are extended to the following: G. Baxter; E. D. Bruton; I. S. Carr; D. Carville; H. C. Casserley; K. Crabtree; A. G. Ellis; K. Fairey; V. Forster; B. K. B. Green; R. A. Griffiths; D. Hardy; T. A. Heyes; B. Hilton; M. S. Houlgrave; P. G. Jump; P. J. Kelley; R. Lidster; B. J. Lynch; F. Lyon; B. Morrison; C. H. S. Owen; J. A. Peden; K. Pike; W. Potter; N. E. Preedy; V. M. Rayne; D. Rendell; E. Scarlett; N. Skinner; J. L. Stevenson; W. T. Stubbs; M. F. Thorley; D. Tyreman; J. Ward; M. S. Welch; and T. Wright.

In the course of preparation the following publications were of major importance as reference and consultative material: *The Railway Observer* (Volumes 18 to 38); *Railway Magazine* (Volumes 94 to 114), *Railway World* (Volumes 19 to 29); *Trains Illustrated* and *Modern Railways* (Volumes 3 to 21).

Notes about Contents

In 1956 and 1957 regional boundary changes resulted in 15 depots, of hitherto LMR and ER control, being transferred to the North Eastern Region. Of these 14 were catered for by the provision of new groups 55 and 56. (For explanatory notes concerning each refer to 55A to 55G and 56A to 56G within the main text.) The other shed, Goole (ex-LMR 25C and of LYR origin) became 53E and later 50D. All 15 depots have been included in the LMR and ER volumes in accordance with their respective origins and initial BR groupings.

Strict compliance with the coding system would have resulted in severe duplication of the contents of this and the afore-mentioned volumes. A balance has, therefore, been struck in an attempt to combat this. It is hoped that the resulting regional 'limbo' where it occurs will not hinder your enjoyment of the book.

Pre-Grouping Origins

Although, primarily, not relevant to the period covered, an indication of the vintage of the shed is given by the inclusion of the company of ownership prior to 1923. This is not necessarily the company which commissioned the building, as many smaller installations were absorbed into the larger companies by the takeover or amalgamation of district railways.

Gazetteer References

These numbers refer to the page and square within the Ian Allan *Pre-Grouping Atlas* which pinpoint the subject's national location.

Closing Dates

The dates given indicate the closure of the depot to steam engines only. However, in some cases the date would have been the same for diesels where the building closed completely, either as a result of its dilapidated condition or the effects of the 'Beeching' cuts.

Shed-Codes

The North Eastern Region was not issued with shed-codes at the outset of nationalisation in 1948 owing to BR's indecision over districts. In 1949 it was allocated ex-LMS type codes in groups 50 to 54. The 55 and 56 sets were added much later — see 'Notes about Contents'.

Allocations

Where the depot's lifetime allows, three separate allocations, of steam locomotives only, are listed from the years 1950, 1959 and 1965. These lists are accurate to August 1950, April 1959 and April 1965.

Plans

All the plans have been based upon the Ordnance Survey County and National Grid series maps from various years and reproduction is by permission of the Controller of Her Majesty's Stationery Office, Crown Copyright Reserved.

Photographs

All except 16 of the 175 illustrations have been restricted to the period 1948/67. The majority of the views are hitherto unpublished and represent many years of search.

50A YORK

Pre-Grouping Origin: NER
Gazetteer Ref: 21 C5
Closed: 1967
Shed-Code: 50A (1949-1967)
Allocations: 1950

Class A1 4-6-2
60121 *Silurian*
60138 *Boswell*
60140 *Balmoral*
60146 *Peregrine*
60153 *Flamboyant*

Class A2 4-6-2
60501 *Cock o' the North*
60502 *Earl Marischal*
60503 *Lord President*
60522 *Straight Deal*
60524 *Herringbone*
60526 *Sugar Palm*

Class V2 2-6-2
60837
60839
60843
60847 *St Peter's School York AD627*

60856	60925	60954	60974	60981
60864	60929	60960	60975	60982
60901	60933	60961	60976	
60904	60934	60962	60977	
60907	60941	60963	60978	
60918	60946	60968	60979	

Class B1 4-6-0
61015 *Duiker*
61016 *Inyala*
61020 *Gemsbok*
61038 *Blacktail*
61071
61084
61115
61239
61288
61337

Class B16 4-6-0

61416	61430	61448	61458	61468
61417	61434	61449	61459	61472
61418	61435	61450	61460	61473
61419	61436	61451	61461	61474
61420	61437	61452	61462	61475
61421	61438	61453	61463	61476
61422	61439	61454	61464	61477
61423	61441	61455	61465	
61424	61443	61456	61466	
61426	61444	61457	61467	

Class D20 4-4-0
62369

Class D49 4-4-0
62726 *The Meynell*
62727 *The Quorn*
62736 *The Bramham Moor*
62740 *The Bedale*
62742 *The Braes of Derwent*
62744 *The Holderness*
62745 *The Hurworth*
62759 *The Craven*
62760 *The Cotswold*
62761 *The Derwent*

Class Q5 0-8-0
63270

Class J21 0-6-0
65043 65075

Class J24 0-6-0
65619

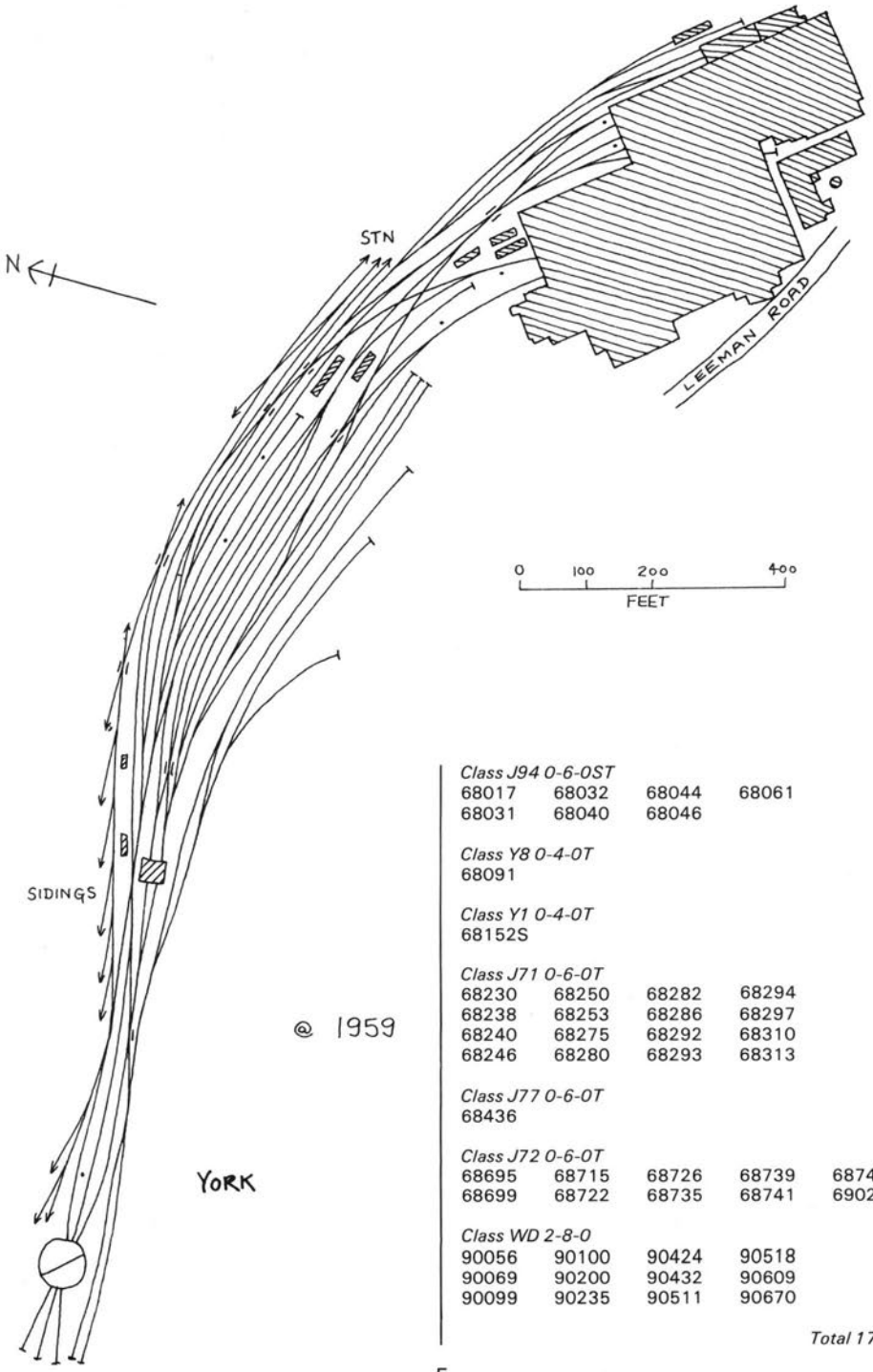
Class J25 0-6-0

65656	65679	65700	65708	65723

Class J27 0-6-0

65845	65861	65885	65890
65849	65883	65888	65894

Looking east to York North in 1952. W. Potter



Class J94 0-6-0ST

68017	68032	68044	68061
68031	68040	68046	

Class Y8 0-4-0T

68091

Class Y1 0-4-0T

68152S

Class J71 0-6-0T

68230	68250	68282	68294
68238	68253	68286	68297
68240	68275	68292	68310
68246	68280	68293	68313

Class J77 0-6-0T

68436

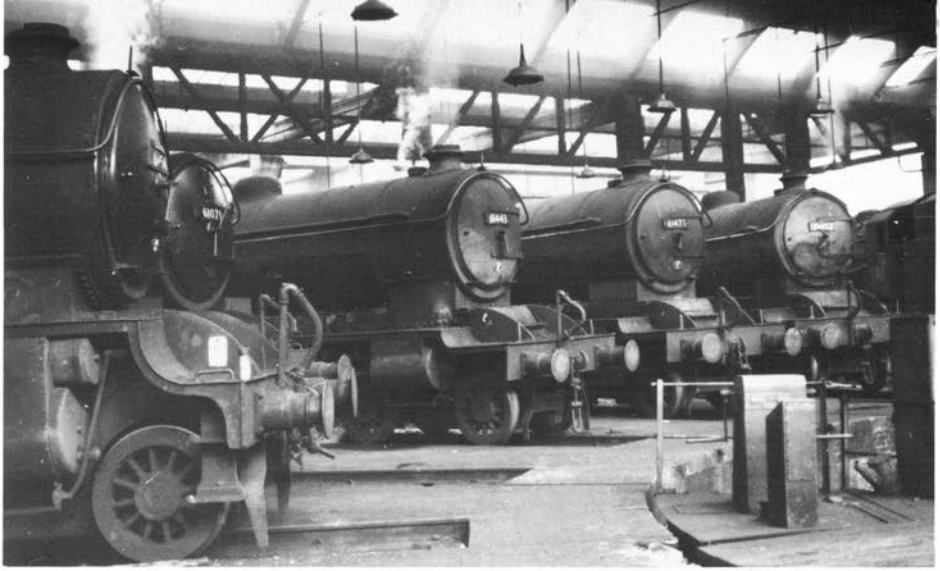
Class J72 0-6-0T

68695	68715	68726	68739	68745
68699	68722	68735	68741	69020

Class WD 2-8-0

90056	90100	90424	90518
90069	90200	90432	90609
90099	90235	90511	90670

Total 174



Allocations: 1959

Class 2 2-6-2T
41252

Class 4 2-6-4T
42083 42085

Class 2 2-6-0
46480 46481

Class 3F 0-6-0T
47239 47334 47418 47436 47556
47254 47403 47421 47448 47607

Class A1 4-6-2
60121 *Silurian*
60138 *Boswell*
60140 *Balmoral*
60146 *Peregrine*
60153 *Flamboyant*

Class A2 4-6-2
60501 *Cock o' the North*
60502 *Earl Marischal*
60503 *Lord President*
60512 *Steady Aim*
60515 *Sun Stream*
60522 *Straight Deal*
60524 *Herringbone*
60526 *Sugar Palm*

Class V2 2-6-2
60828
60837
60839
60847 *St Peter's School York AD627*
60855 60878 60925 60960 60975
60856 60887 60939 60961 60977
60864 60895 60941 60963 60981
60876 60907 60946 60968 60982
60877 60918 60954 60974

A 'B1' 4-6-0 rubs shoulders with four 'B16' 4-6-0s inside York North in 1961. Left to right are Nos 61454, 61071, 61443, 61473 and 61452 (all 50A). R. Skinner

Class B1 4-6-0
61002 *Impala*
61053
61069
61071
61084
61086
61288
61337

Class B16 4-6-0
61410 61423 61439 61452 61464
61413 61424 61440 61453 61465
61416 61426 61441 61454 61467
61417 61430 61443 61455 61468
61418 61434 61444 61457 61472
61419 61435 61448 61460 61473
61420 61436 61449 61461 61475
61421 61437 61450 61462 61476
61422 61438 61451 61463 61477

Class K1 2-6-0
62046 62049 62056 62061 62063
62048 62050 62057 62062

Class D49 4-4-0
62740 *The Bedale*

Class J25 0-6-0
65698 65714

Class J27 0-6-0
65845 65883 65890
65874 65887 65894

'A4' 4-6-2 No 60019 Bittern *in store at York North in 1968.* K. Fairey

Class J94 0-6-0ST
68032 68040 68046 68061

Class J71 0-6-0T
68309

Class J77 0-6-0T
68392 68431

Class J72 0-6-0T
68677 68687 68736 69016 69020

Class 3 2-6-0
77012

Class WD 2-8-0
90068 90230 90405 90445 90543
90200 90236 90424 90475 90578

Total 150

Allocations: 1965

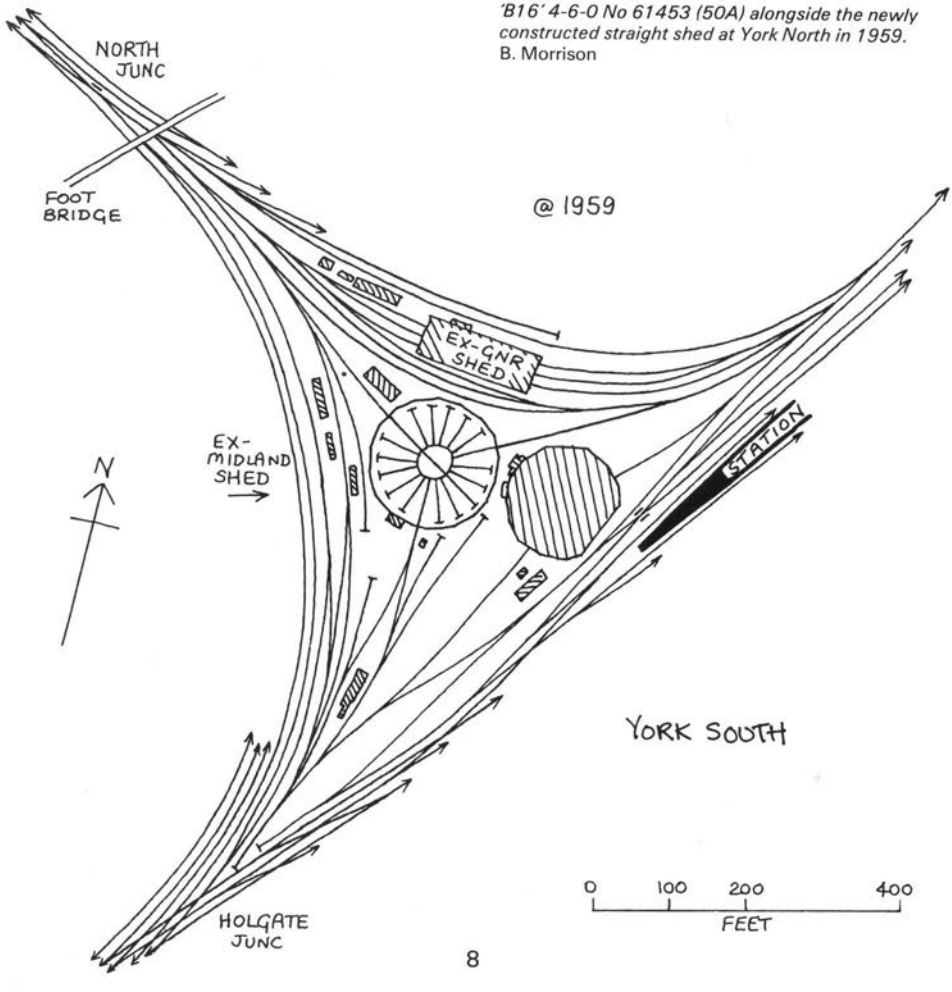
Class 4MT 2-6-0
43055 43097 43133
43071 43126 43138

Class A1 4-6-2
60121 *Silurian*
60138 *Boswell*
60145 *Saint Mungo*
60146 *Peregrine*
60152 *Holyrood*
60155 *Borderer*
60156 *Great Central*

Class V2 2-6-2
60810
60828
60831
60837
60847 *St Peter's School York AD627*
60876 60886 60929
60877 60895 60963

'J77' 0-6-0T No 68392 (50A) at rest inside York North in 1959. B. Morrison

'B16' 4-6-0 No 61453 (50A) alongside the newly constructed straight shed at York North in 1959.
B. Morrison



The interior of the ex-Midland shed at York South in 1952. N. E. Preedy

Class B1 4-6-0

61002	*Impala*		
61018	*Gnu*		
61021	*Reitbok*		
61049	61256	61276	61319
61176	61275	61303	61337

Class K1 2-6-0

62005	62028	62049	62060
62010	62042	62056	62062
62012	62046	62057	62065

Class J27 0-6-0

65823	65844	65846	65894	

Class WD 2-8-0

90045	90078	90217	90517	90518

Class 9F 2-10-0

92005	92205	92211	92231	
92006	92206	92221	92239	

Total 64

'J72' 0-6-0T No 68722 in early BR livery inside the ex-Midland shed at York South in 1948. It will be seen that the roof was considerably more intact in this year. H. C Casserley

York sheds consisted of two main establishments, the quadruple roundhouse at York North (or Clifton as it was sometimes called) and the two separate and singular equivalents at York South. Of the latter, the ex-Midland shed was roofless by 1953 and engines ceased visiting either building in 1961. In 1958 York North was remodelled when two of its roundhouses gave way to a straight road structure.

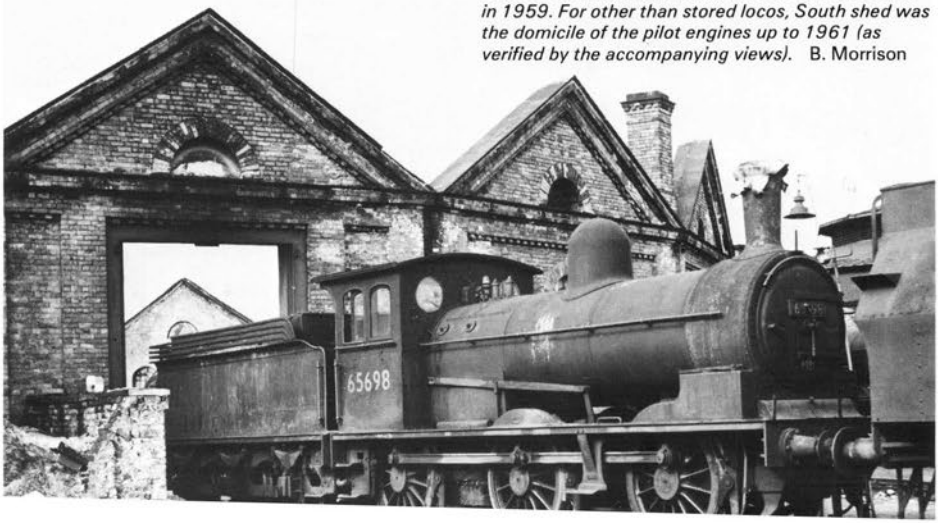
York North was closed to steam in June 1967 when its last two 'B1' class locos transferred to Low Moor 56F. The depot retained its facilities however as it hosted the occasional visitor via steam 'specials'.

The much renovated building today forms the nucleus of the National Railway Museum.

The remains of both roundhouses at York South in 1963 as viewed from the station platform. The ex-Midland depot on the right was named so purely because engines from that company visited the building in pre-Grouping days. Both sheds, although of different design, were of NER ownership. Photomatic

An unidentified Class J77 0-6-0T with round-topped cab outside the NER roundhouse at York South in prewar days with the ex-GNR shed visible on the right. Whilst still of LNER ownership, this latter shed became the 'LMS' stable and was coded 19F up to 1939 when its allocation was withdrawn. W. Potter

'J25' 0-6-0 No 65698 (50A) in store at York South in 1959. For other than stored locos, South shed was the domicile of the pilot engines up to 1961 (as verified by the accompanying views). B. Morrison



50B LEEDS NEVILLE HILL

Pre-Grouping Origin: NER
Gazetteer Ref: 21 D3
Closed: 1966
Shed-Codes: 50B (1949-1960)
55H (1960-1966)
Allocations: 1950 (50B)

Class A3 4-6-2
60036 *Colombo*
60074 *Harvester*
60081 *Shotover*
60084 *Trigo*
60086 *Gainsborough*

Class B1 4-6-0
61035 *Pronghorn*
61062
61065
61069
61216
61218
61237 *Geoffrey H. Kitson*
61240 *Harry Hinchcliffe*
61256 61258 61338
61257 61259 61339

Class B16 4-6-0
61410 61415 61431 61445 61471
61411 61425 61432 61446 61478
61412 61427 61433 61447
61413 61428 61440 61469
61414 61429 61442 61470

Class D49 4-4-0
62739 *The Badsworth*
62746 *The Middleton*
62748 *The Southwold*
62756 *The Brocklesby*
62775 *The Tynedale*

Class Q6 0-8-0
63362 63450

Class J39 0-6-0
64791 64850 64920 64934 64949
64819 64863 64921 64943

Class J21 0-6-0
65041 65067 65118
65062 65076 65122

Class G5 0-4-4T
67240 67266 77290 67308 67337
67262 67274 67293 67319

Class J77 0-6-0T
68395 68406

Class J72 0-6-0T
68672 68677 68681

Class N13 0-6-2T
69114 69115 69117 69118

Total 81

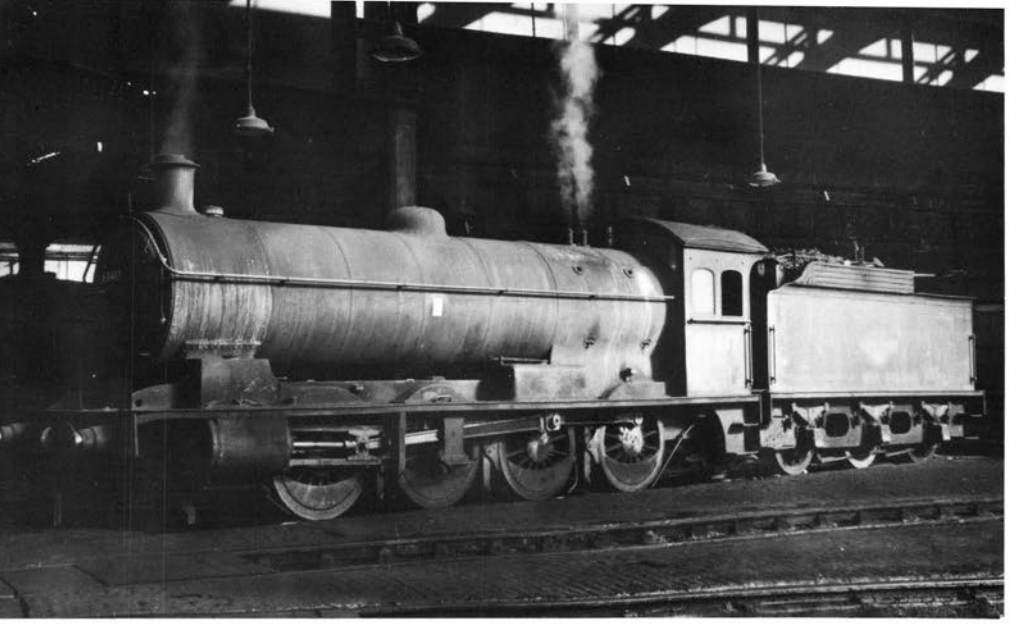
Allocations: 1959 (50B)

Class 2 2-6-2T
41247

Class A3 4-6-2
60036 *Colombo*
60074 *Harvester*
60081 *Shotover*
60084 *Trigo*

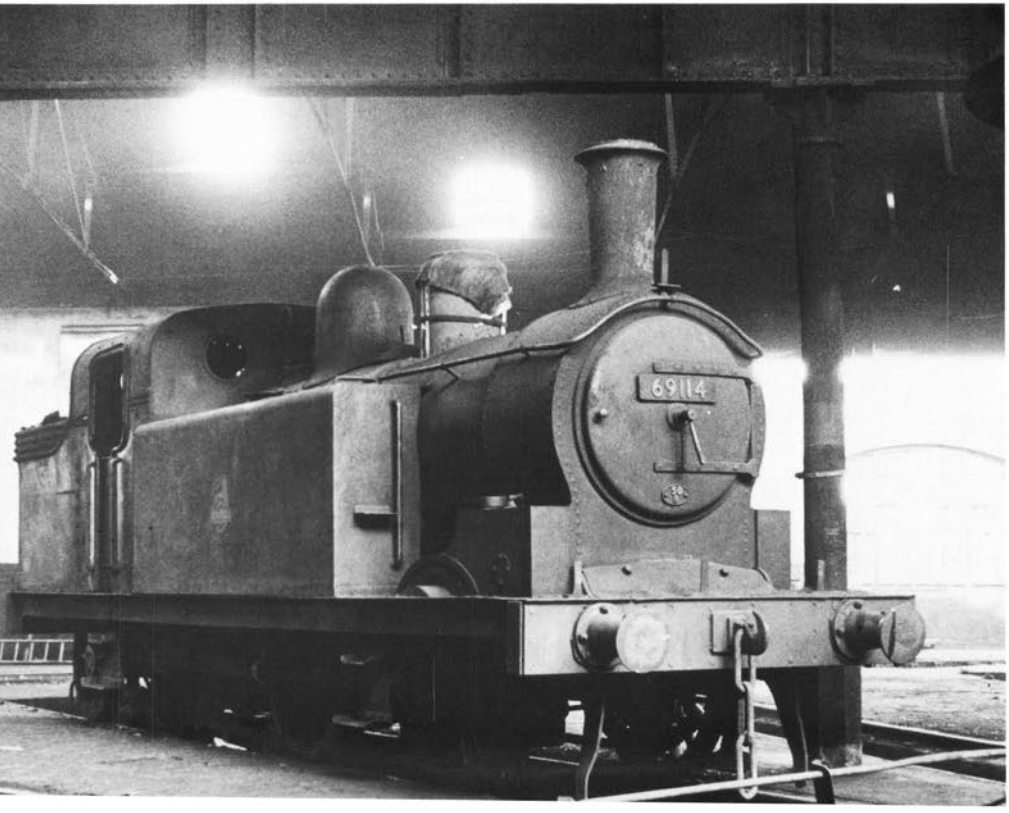
Class B1 4-6-0
61016 Inyala
61035 *Pronghorn*
61038 *Blacktail*
61062

Neville Hill as rebuilt and viewed from the west in the 1960s. W. T. Stubbs



Class Q6 0-8-0 No 63417 (55H) inside Neville Hill in 1964. N. Skinner

The last surviving Class N13 0-6-2T, No 69114 (50B) inside its home depot, Neville Hill, in 1955. This ex-Hull & Barnsley Railway loco was scrapped in the following year. B. Morrison



61216
61218
61237 *Geoffrey H. Kitson*
61240 *Harry Hinchcliffe*
61257
61259

Class B16 4-6-0

61411	61415	61428	61432	61447
61412	61425	61429	61442	61470
61414	61427	61431	61446	61471

Class J39 0-6-0

64725	64835	64870	64933	64943
64730	64850	64920	64934	
64758	64863	64922	64935	

Class 3 2-6-0

77004	77013

Class 4 2-6-4T

80116	80117	80118	80119	80120

Class WD 2-8-0

90026	90045	90467	90663

Total 54

Allocations: 1965 (55H)

Class 4MT 2-6-4T

42184	42196	42689	42699

Class 4MT 2-6-0

43054	43075

Class A1 4-6-2
60118 *Archibald Sturrock*
60131 *Osprey*
60134 *1Foxhunter*
60154 *Bon Accord*

Class K1 2-6-0
62007

Class Q6 0-8-0

63344	63417	63420	63426

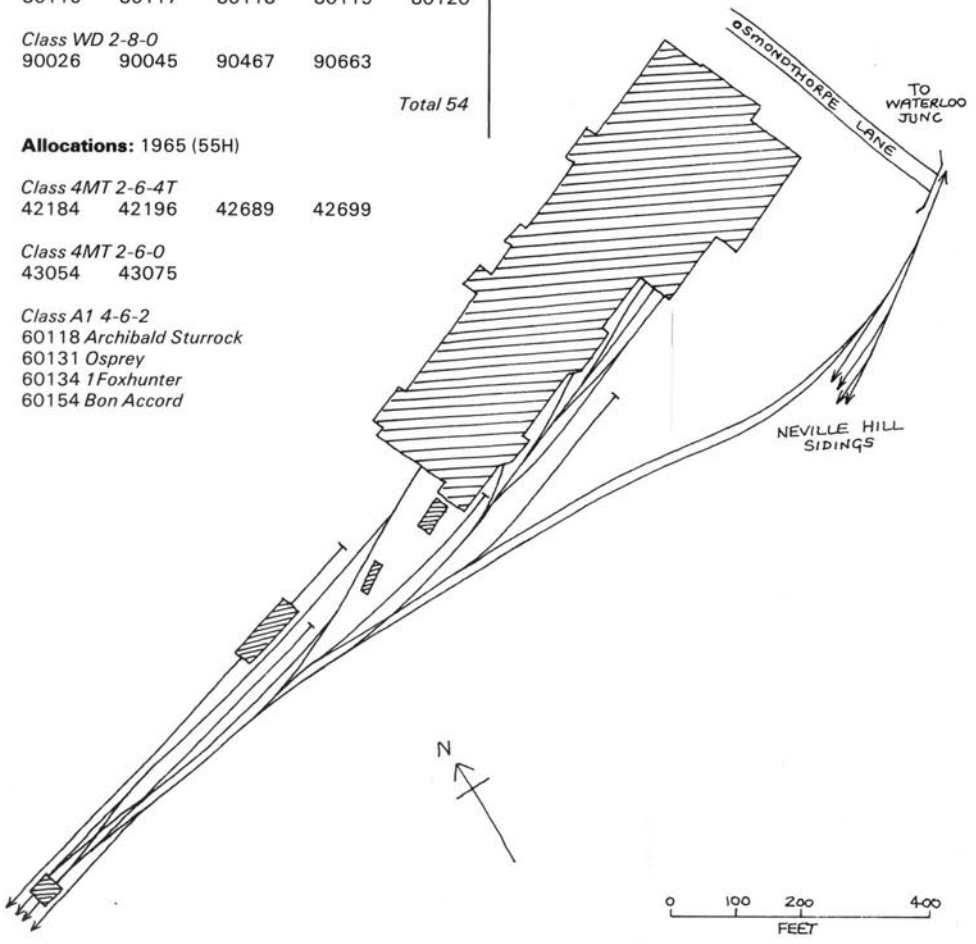
Total 15

In 1958 two of the depot's roundhouses were re-roofed and the remaining two were demolished in favour of diesel accommodation.

The shed was re-coded 55H in January 1960.

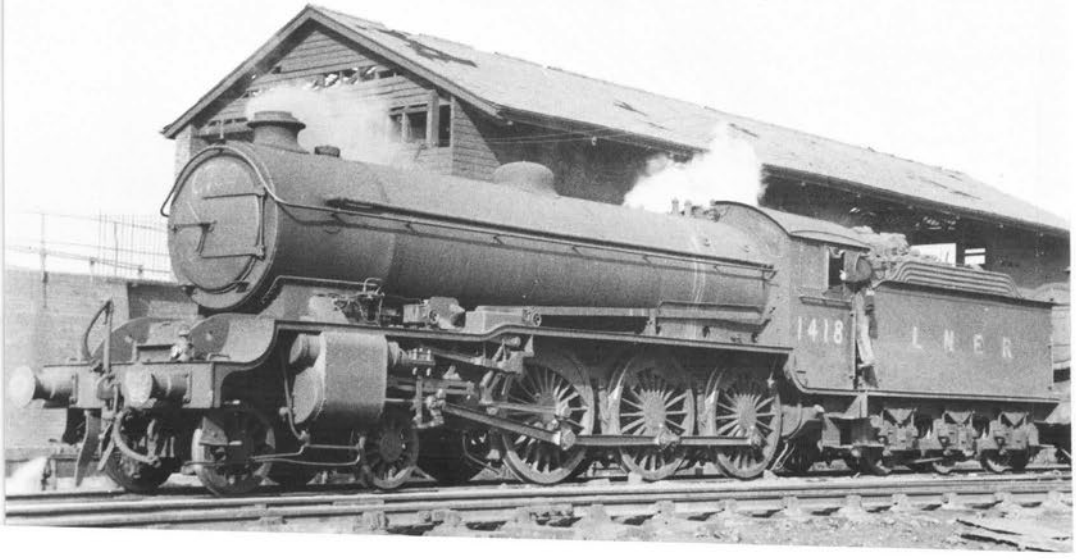
The shed closed to steam in June 1966 and the remaining engines transferred to Normanton 55E, Low Moor 56F and Leeds Holbeck 55A.

@ 1933



The re-roofing of Neville Hill is well underway in this 1958 view of the depot. Part of the old building can be seen on the left. IAL

'B16' 4-6-0 No 1418 (eventual BR No 61418) portrayed in the yard at Neville Hill in 1947 with the coaler visible in the background.
LGRP courtesy David & Charles Ltd



50C SELBY

Pre-Grouping Origin: NER
Gazetteer Ref: 21 D5
Closed: 1959
Shed-Code: 50C (1949-1959)
Allocations: 1950

Class D20 4-4-0

62340	62361	62374	62381	62395
62341	62363	62376	62382	
62348	62366	62378	62386	

Class Q5 0-8-0

63280	63285	63319	63336

Class Q6 0-8-0

63348	63387	63408	63436	63449
63378	63395	63429	63440	63451
63382	63406	63431	63448	63456

Class J21 0-6-0

65039	65042	65105

Class J27 0-6-0

65793	65844	65874	65881	65891
65827	65848	65875	65882	

Class G5 0-4-4T

67250	67286

Class Y1 0-4-0T

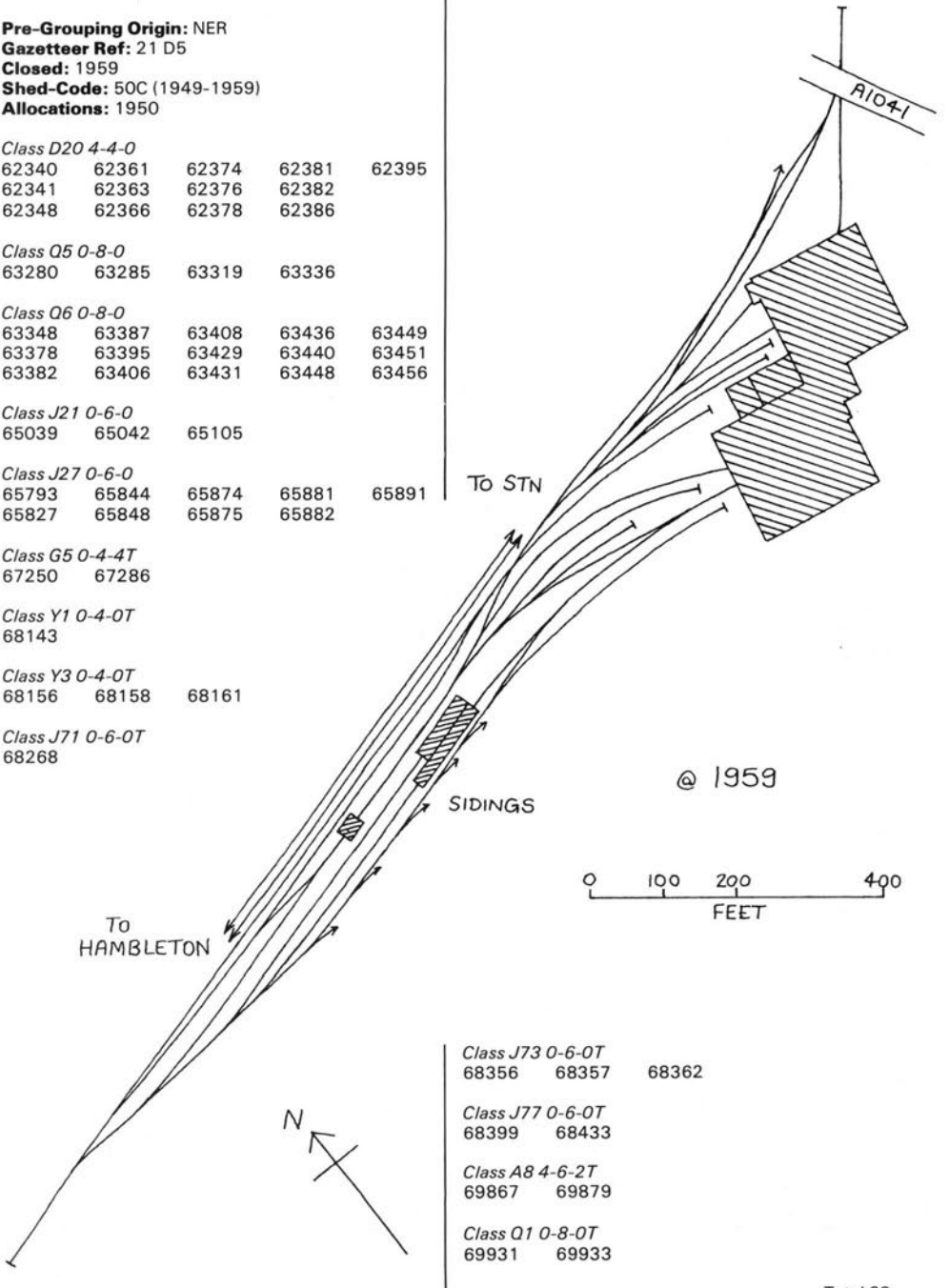
68143

Class Y3 0-4-0T

68156	68158	68161

Class J71 0-6-0T

68268



Class J73 0-6-0T

68356	68357	68362

Class J77 0-6-0T

68399	68433

Class A8 4-6-2T

69867	69879

Class Q1 0-8-0T

69931	69933

Total 60

Allocations: 1959

Class 4 2-6-0
43051 43054 43071 43097 43123
43052 43057 43096 43098 43125

Class 3F 0-6-0T
47634

Class B16 4-6-0
61433 61458 61466
61456 61459 61469

Class Q6 0-8-0
63348 63423 63436 63449 63451
63395 63429 63448 63450

Class J39 0-6-0
64860 64904

Class J25 0-6-0
65663 65685

Class J27 0-6-0
65861 65881 65885 65888 65891

Class Y1 0-4-0T
68150

Class J71 0-6-0T
68275

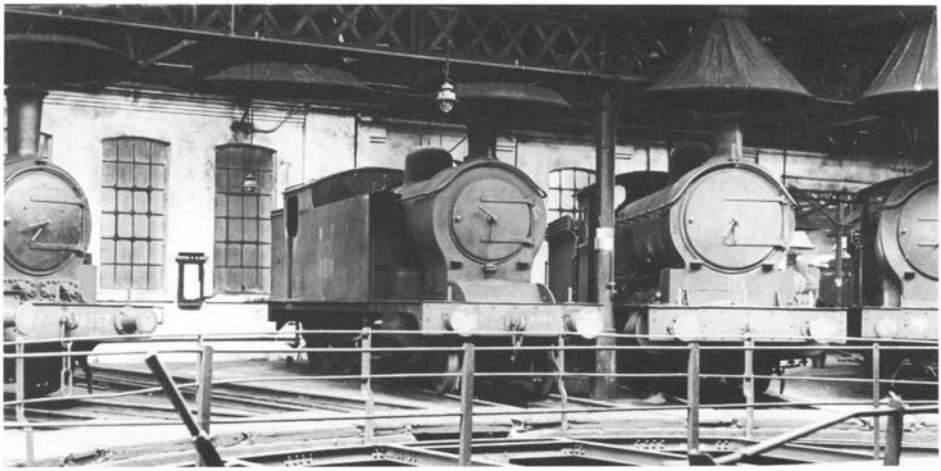
Class J72 0-6-0T
68686

Class J50 0-6-0T
68948

Class T1 4-8-0T
69910 69912 69921

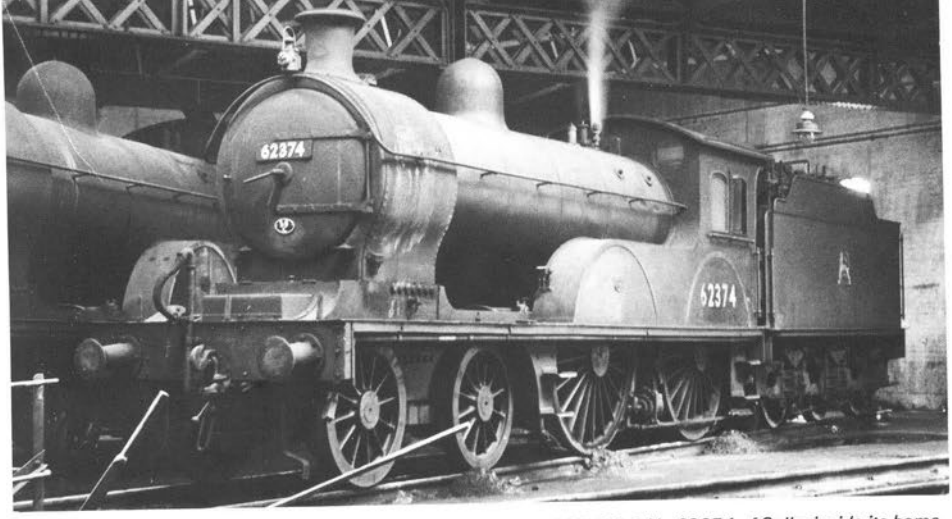
Total 42

Selby shed closed in October 1959 and the allocation was transferred to 11 other NE region depots, York 50A being the main recipient.



A group of locos around one of Selby's turntables in 1948. H. C. Casserley

A view of the north-easterly entrance to Selby shed from the nearby road-bridge in 1949.
LGRP courtesy David & Charles Ltd



Class D20 4-4-0 No 62374 of Selby inside its home depot in 1954. B. Morrison

Class Q6 0-8-0 No 63440 (50C) outside the southernmost roundhouse at Selby in 1954.
B. Morrison

Selby shed and yard in 1963, four years after closure, with the tracks given up for coal storage.
W. T. Stubbs

50D Starbeck

Pre-Grouping Origin: NER
Gazetteer Ref: 21 C3
Closed: 1959
Shed-Code: 50D (1949-1959)
Allocations: 1950

Class D20 4-4-0
62342 62370 62384 62392
62343 62373 62389 62397

Class D49 4-4-0
62738 *The Zetland*
62749 *The Cottesmore*
62752 *The Atherstone*
62753 *The Belvoir*
62755 *The Bilsdale*
62758 *The Cattistock*
62762 *The Fernie*
62763 *The Fitzwilliam*
62765 *The Goathland*
62768 *The Morpeth*
62772 *The Sinnington*
62773 *The South Durham*

Class J39 0-6-0
64706 64855 64860 64922 64944
64818 64857 64861 64938
64845 64859 64866 64942

Class G5 0-4-4T
67253 67284 67289

Class J77 0-6-0T
68392 68393 68404 68434 68438

Class A6 4-6-2T
69791 69793 69794 69797

Total 45

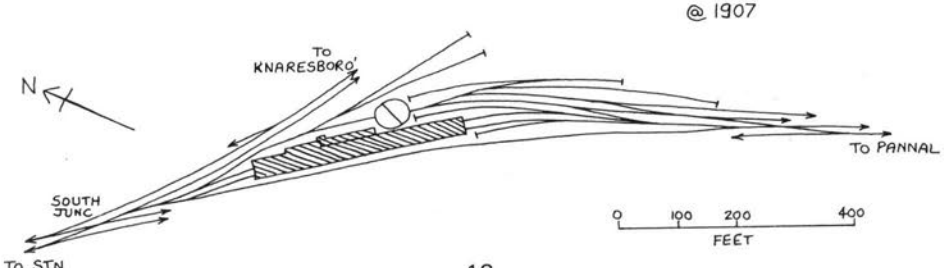
Allocations: 1959

Class 4 2-6-4T
42477 42553 42639

Class 3F 0-6-0T
47438 47462 47581

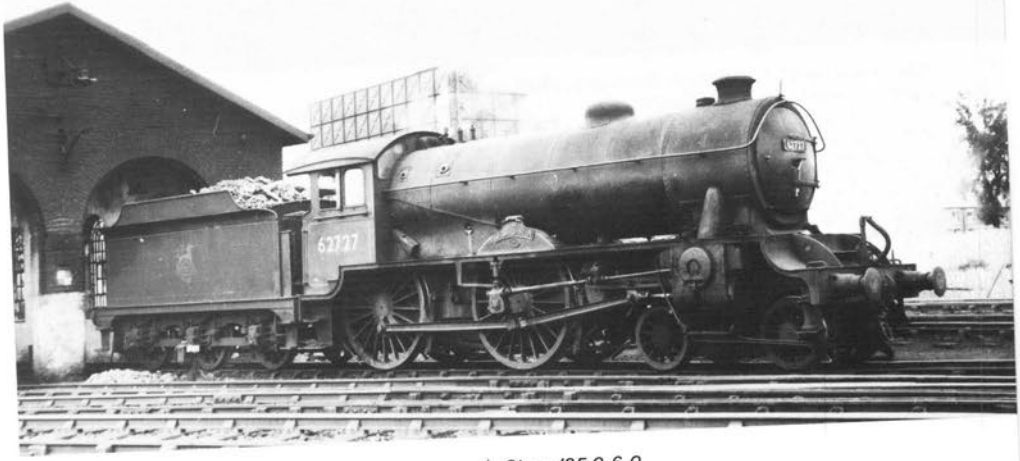
Class B16 4-6-0
61478

The southerly end of Starbeck loco in 1949 with none of the four 0-6-0 types portrayed as yet displaying any BR identity.
LGRP courtesy David & Charles Ltd



The rebuilt and shortened Starbeck as viewed from the north-west in August 1959, a few weeks before closure. K. Fairey

Class D49 4-4-0 No 62727 The Quorn *(50D) at rest outside Starbeck in 1955.* A. G. Ellis



Class D49 4-4-0
62727 *The Quorn*
62738 *The Zetland*
62753 *The Belvoir*
62759 *The Craven*
62763 *The Fitzwilliam*
62765 *The Goathland*

Class J39 0-6-0

64706	64845	64857	64866
64818	64847	64859	64942
64821	64855	64861	64944

Class J25 0-6-0
65726

Class WD 2-8-0

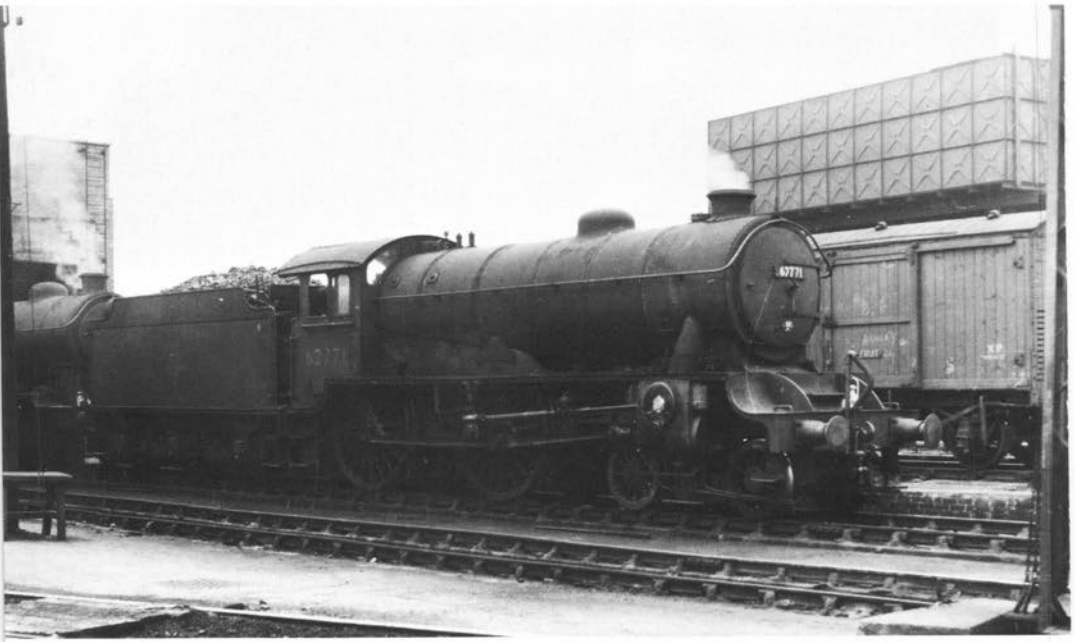
90044	90054	90457	90518

Total 30

Starbeck shed closed in September 1959 and its allocation was divided between York 50A, Goole 53E, Wakefield 56A, Mirfield 56D, Hull Dairycoates 53A and Sunderland 52G.

'D20' 4-4-0 No 62373 (50D) at Starbeck in 1949.
LGRP courtesy David & Charles Ltd

Another Class D49 'Hunt' 4-4-0 namely No 62771
The Rufford *(50A) on a visit to Starbeck in 1958.*
T. Wright



50E SCARBOROUGH

Pre-Grouping Origin: NER
Gazetteer Ref: 22 A3
Closed: 1963
Shed-Code: 50E (1949-1963)
Allocations: 1950

Class 4MT 2-6-0
43052

Class D49 4-4-0
62751 *The Albrighton*
62764 *The Garth*
62769 *The Oakley*
62770 *The Puckeridge*

Class J39 0-6-0
64919 64935

Class J72 0-6-0T
69016

Class A8 4-6-2T
69877 69881 69882 69885 69886

Total 13

Allocations: 1959

Class B16 4-6-0
61445

Class D49 4-4-0
62739 *The Badsworth*
62762 *The Fernie*
62770 *The Puckeridge*

Class J72 0-6-0T
68739

Class A8 4-6-2T
69867 69877 69885

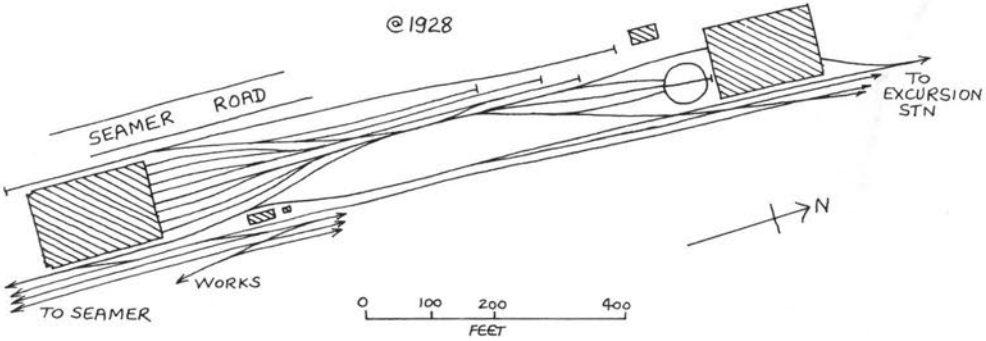
Class 5 4-6-0
73167 73168 73169 73170

Class 3 2-6-2T
82026 82028

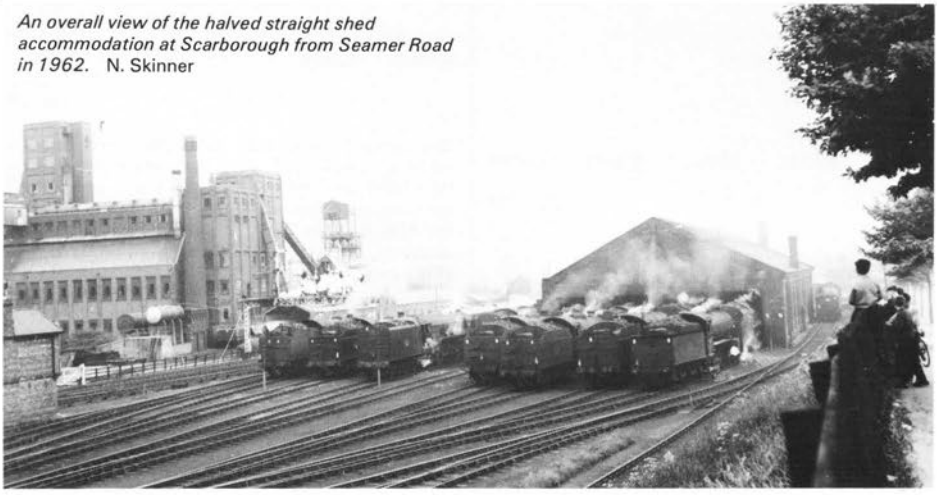
Total 14

Scarborough shed was scheduled to close on 19 May 1963 but the last allocated engine No 77004 was transferred to York 50A on 22 April the same year. The withdrawn stock was removed in the May but the shed continued to service locos working in with excursions for some years afterwards.

Scarborough shed in 1959 shortly before the demolition of the left hand portion of the building due to subsidence. K. Fairey



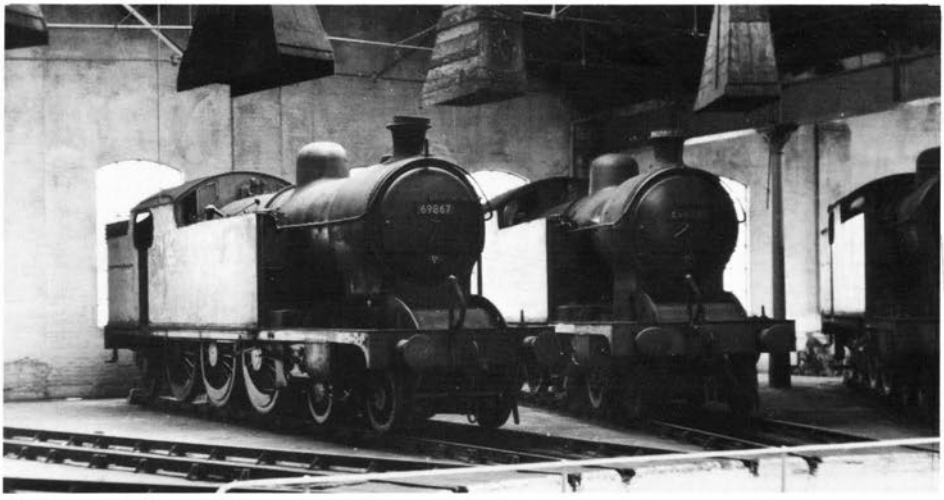
An overall view of the halved straight shed accommodation at Scarborough from Seamer Road in 1962. N. Skinner

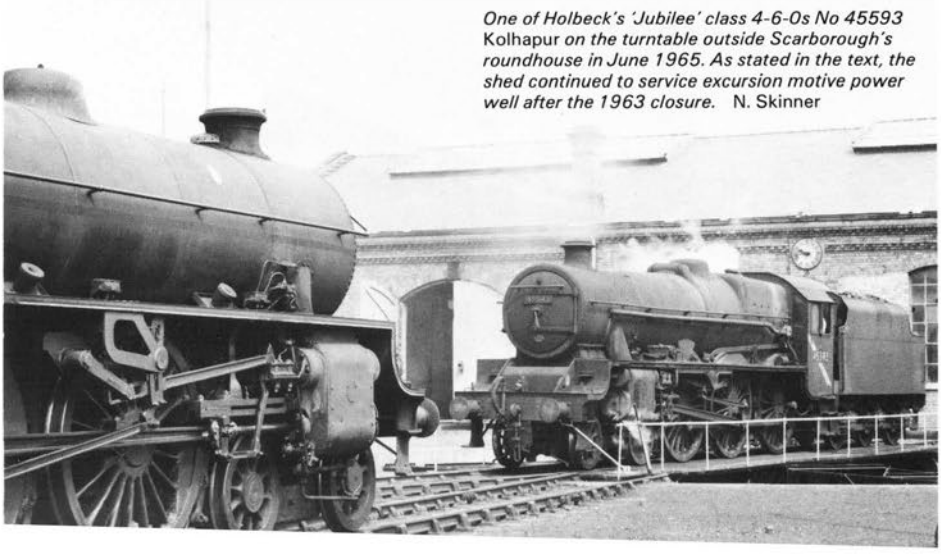


Class J39 0-6-0 No 64857 (50D) stands in the demolished half of Scarborough in 1959. Part of the depot's notice board can be seen in the distance. N. Skinner

Scarborough in pre-Grouping days.
H. C. Casserley collection

Class A8 4-6-2T Nos 69867 (left) and 69877 (both 50E) in store in the diminutive roundhouse at Scarborough in 1959. K. Fairey





One of Holbeck's 'Jubilee' class 4-6-0s No 45593 Kolhapur *on the turntable outside Scarborough's roundhouse in June 1965. As stated in the text, the shed continued to service excursion motive power well after the 1963 closure.* N. Skinner

50F MALTON

Pre-Grouping Origin: NER
Gazetteer Ref: 22 B5
Closed: 1963
Shed-Code: 50F (1949-1963)
Allocations: 1950

Class D49 4-4-0
62774 *The Staintondale*

Class J24 0-6-0
65600 65636 65642
65631 65640 65644

Class E4 2-4-2T
67155

Class G5 0-4-4T
67273 67275 67330 67332 67349

Class Y1 0-4-0T
68147 68150

Class Y3 0-4-0T
68157

Total 16

Allocations: 1959

Class 2 2-6-2T
41251 41265

Class J39 0-6-0
64867 64928 64938

Class J27 0-6-0
65827 65844 65848 65849

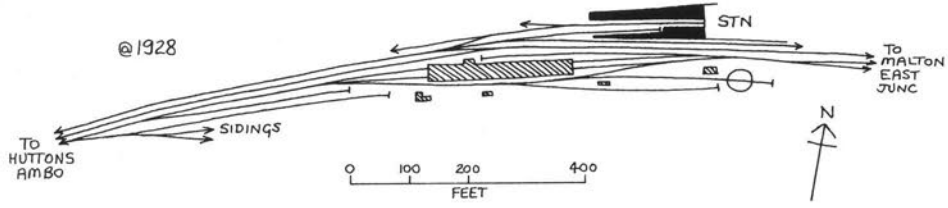
Class A8 4-6-2T
69861 69886

Class 3 2-6-2T
82027 82029

Total 13

Of the 1950 allocation Nos 62774 and 68157 were based at Pickering, a sub-shed of Malton, but both locos bore 50F plates and are thus included in the latter depot's complement.

At closure in April 1963, eight locos transferred to York 50A and one went to Goole 50D.



The western approaches to Malton in 1949 with the station in the background.
LGRP courtesy David & Charles Ltd

Malton shed from the east in June 1963, two months after closure. W. T. Stubbs

Class A8 4-6-2T No 69886 (50F) outside the eastern end of Malton in 1958. T. Wright

Class G5 0-4-4T No 67248 (50F) stands between the coaling crane and Malton station platform in 1958. T. Wright

50G WHITBY

Pre-Grouping Origin: NER
Gazetteer Ref: 28 F2
Closed: 1959
Shed-Code: 50G (1949-1959)
Allocations: 1950

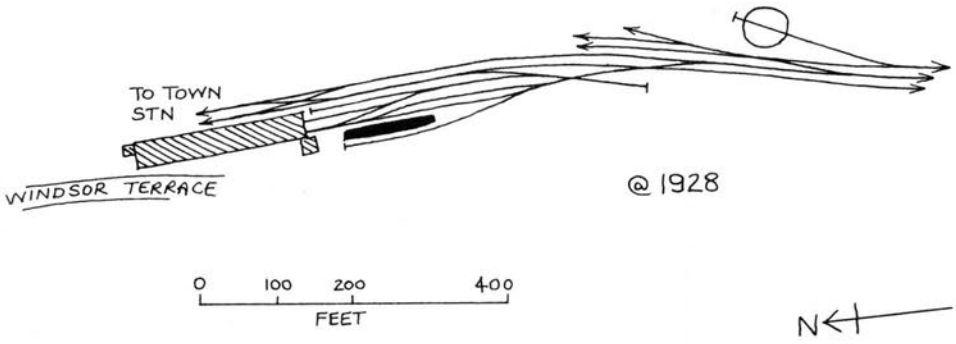
Class J24 0-6-0
65621 65624 65627 65628

Class G5 0-4-4T
67302 67335

Class A8 4-6-2T
69858 69861 69865 69890
69860 69864 69888

Total 13

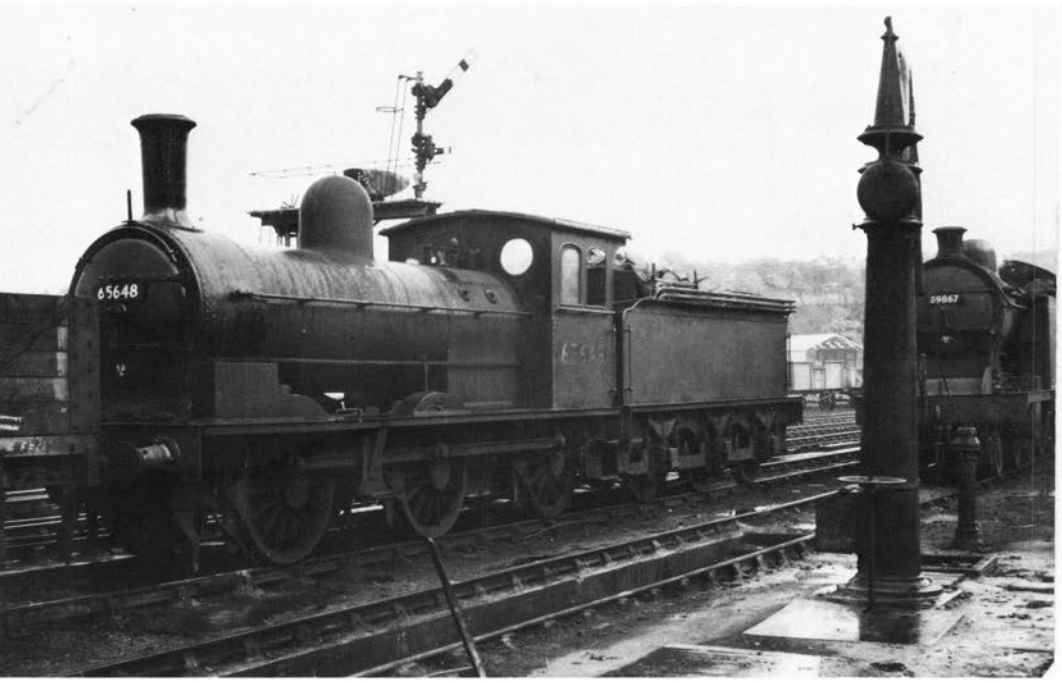
Whitby shed closed on 6 April 1959 and its five remaining engines were dispersed as follows: Nos 42083 and 42085 to York 50A, 42084 to Low Moor 56F and Nos 77004 and 77013 to Leeds Neville Hill 50B.



Whitby shed in 1957 on the occasion of a society visit with BR Class 3 2-6-0 No 77013 (50G) on the right. Real Photos

An array of spotless NER classes at Whitby yard around the turn of the century.
LGRP courtesy David & Charles Ltd.

Whitby depot from track level in 1949 with most of the locos still bearing LNER insignia. B. Hilton



Class J25 0-6-0 No 65648 (50G) in Whitby yard in 1958. T. Wright

Class A8 4-6-2T No 69865 (50G) at Whitby in 1957 in which year the number of these engines allocated to this depot had been reduced to two. Real Photos

51A DARLINGTON

Pre-Grouping Origin: NER
Gazetteer Ref: 28 E5
Closed: 1966
Shed-Code: 51A (1949-1966)
Allocations: 1950

Class 4MT 2-6-0
43050 43054 43071
43051 43055 43072

Class A3 4-6-2
60070 *Gladiateur*
60076 *Galopin*

Class B1 4-6-0
61021 *Reitbok*
61022 *Sassaby*
61023 *Hirola*
61039 *Steinbok*
61173 61224 61274 61289
61176 61255 61275 61291
61198 61273 61276

Class K1 2-6-0
62004 62044 62048 62057 62062
62006 62045 62049 62058
62008 62046 62050 62059
62009 62047 62056 62061

Class J39 0-6-0
64710 64933

Class J21 0-6-0
65033 65068 65098 65119
65038 65090 65110

Class J25 0-6-0
65648 65672 65691 65702
65650 65677 65692 65720
65664 65688 65696

Class G5 0-4-4T
67272 67333 67342

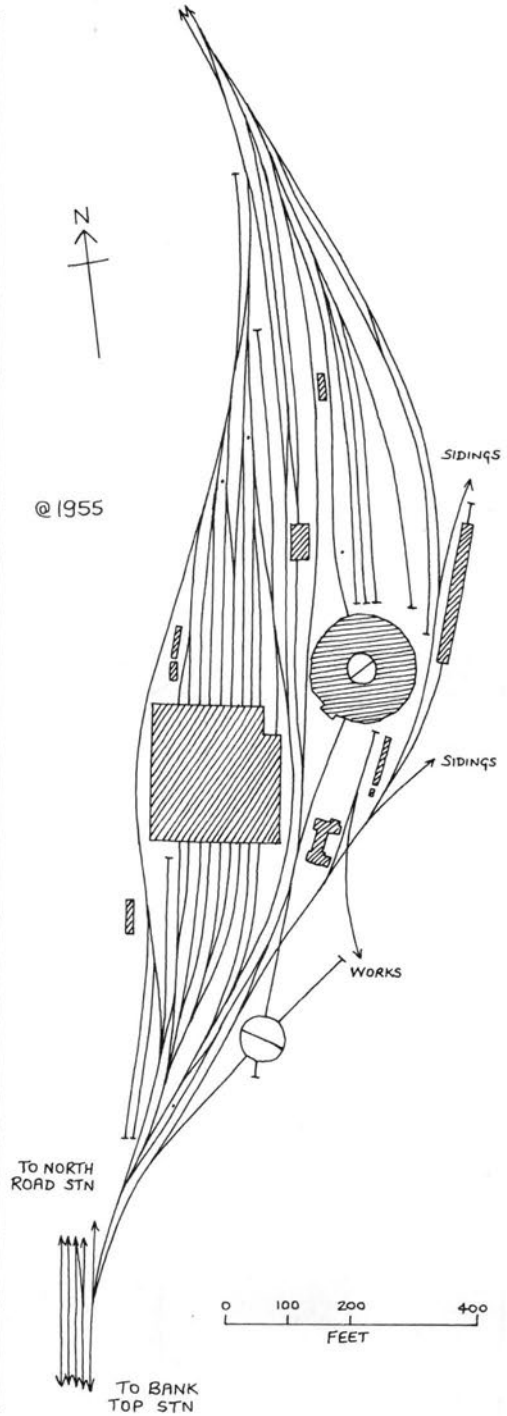
Class L1 2-6-4T
67742 67750 67754 67777

Class J94 0-6-0ST
68008 68027 68045 68051
68015 68039 68047 68052
68025 68043 68050

Class Y1 0-4-0T
68136S
68153S

Class J71 0-6-0T
68231 68236 68259 68281 68308
68235 68239 68279 68300

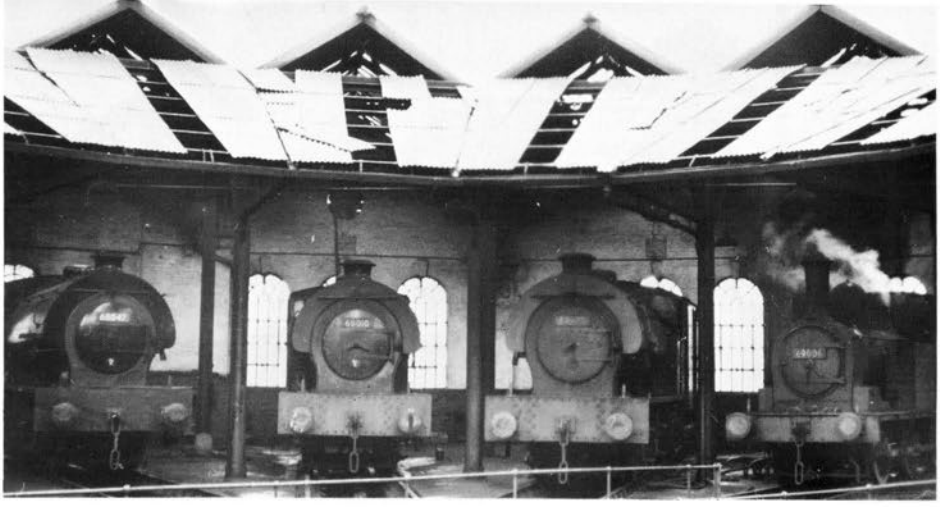
Class J77 0-6-0T
68408 68410 68423 68432



The southerly end of Darlington shed in 1959 with Class B1 4-6-0 No 61024 Addax *(51A) nearest the camera.* P. J. Kelley

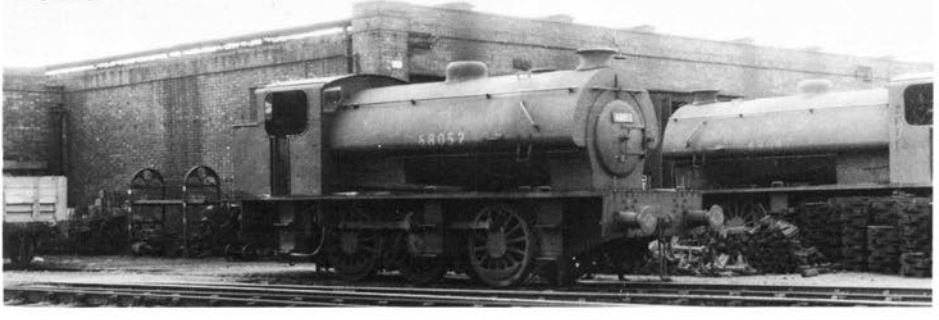
Darlington from the south in 1964. W. T. Stubbs

The old shed at Darlington in 1938, a year before it was replaced by the modern through road depot.
LGRP courtesy David & Charles Ltd



The interior of Darlington roundhouse in 1963 with (left to right) Classes J94 0-6-0ST Nos 68047, 68010, 68025 and J72 0-6-0T 69006 (all 51A). N. Skinner

Class J94 0-6-0ST No 68052 (51A) at the north end of Darlington in 1958. T. Wright



Class J72 0-6-0T
68679 68707 69004

Class N9 0-6-2T
69426

Class A5 4-6-2T
69830 69833 69836 69838 69840
69832 69835 69837 69839 69841

Class WD 2-8-0
90061 90078 90423 90449 90467

Total 112

Allocations: 1959

Class 4 2-6-0
43050 43129

Class 2 2-6-0
46473 46474 46475 46477 46479

Class A3 4-6-2
60053 *Sansovino*
60058 *Blair Athol*

Class V2 2-6-2
60848

Class B1 4-6-0
61176 61229 61276 61321 61382
61198 61273 61291 61338 61387
61224 61274 61319 61353

Class K1 2-6-0
62004 62007 62009 62045 62059
62005 62008 62043 62058 62064

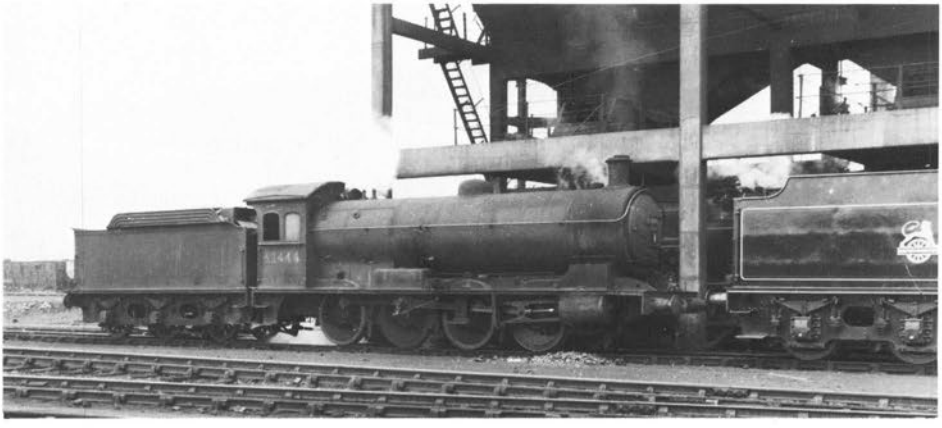
Class J27 0-6-0
65860

Class L1 2-6-4T
67742 67750 67755 67763 67777

Class J94 0-6-0ST
68007 68017 68027 68043 68050
68008 68024 68037 68045 68052
68015 68025 68039 68047

Class J72 0-6-0T
68679 68754 69021
68716 69004 69022

Class J25 0-6-0 No 65688 (51A) outside the southerly entrance to Darlington roundhouse in 1954. B. Morrison



'Q6 0-8-0 No 63444 (54C) alongside the coaler at Darlington in 1956. T. Wright

Class J50 0-6-0T
68897 68898 68909 68934 68959

Class A8 4-6-2T
69887

Class WD 2-8-0
90135 90406 90593 90698

Total 70

Allocations: 1965

Class 4MT 2-6-4T
42085 42194 42477

Class 4MT 2-6-0
43050 43057 43102
43056 43099 43129

Class A1 4-6-2
60124 *Kenilworth*

Class V2 2-6-2
60806 60884 60885

Class B1 4-6-0
61216

Class K1 2-6-0
62001 62008 62043 62045 62059
62003 62041 62044 62048 62064

Class J27 0-6-0
65859

Class J94 0-6-0ST
68010 68023 68043 68053 68062
68011 68037 68047 68060

Class WD 2-8-0
90011 90014 90309

Total 37

At closure in March 1966, the last few locos went to West Hartlepool 51C and Normanton 55E.

51B NEWPORT

Pre-Grouping Origin: NER
Gazetteer Ref: 28 E4
Closed: 1958
Shed-Code: 51B (1949-1958)
Allocations: 1950

Class Q5 0-8-0
63274

Class Q6 0-8-0

63341	63345	63370	63389	63445
63343	63347	63371	63426	63447
63344	63360	63388	63430	

Class J24 0-6-0

65601	65604

Class J26 0-6-0

65730	65740	65751	65760	65770
65731	65741	65752	65761	65772
65732	65742	65753	65762	65773
65734	65743	65754	65763	65774
65735	65744	65755	65765	65777
65736	65745	65756	65766	65778
65737	65746	65757	65767	
65738	65749	65758	65768	
65739	65750	65759	65769	

Class J94 0-6-0ST

68007	68023	68049	68062
68011	68037	68060	

Class T1 4-8-0T

69910	69913	69917	69921
69911	69916	69919	

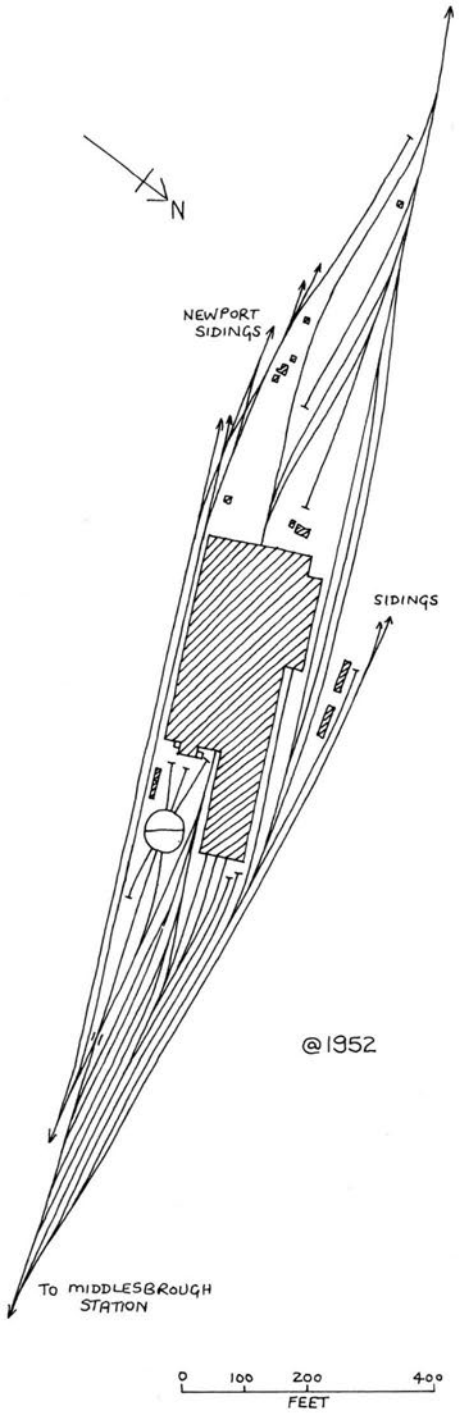
Class WD 2-8-0

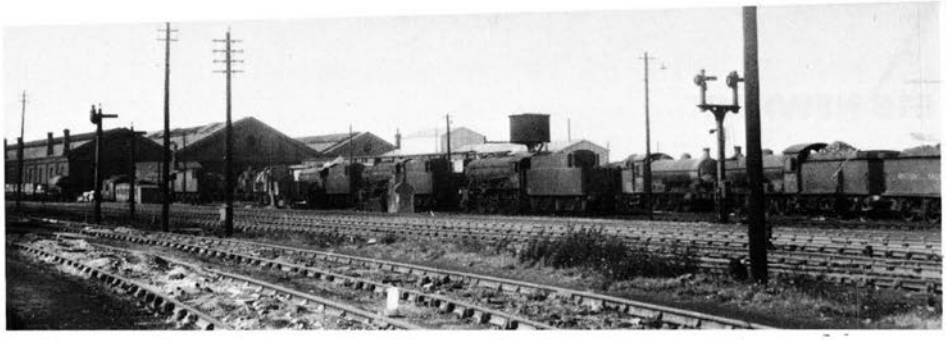
90014	90081	90373	90461	90503
90016	90089	90426	90462	90517
90027	90090	90434	90465	90605
90045	90091	90446	90475	90625
90054	90098	90451	90481	
90068	90132	90452	90487	
90074	90230	90457	90488	
90076	90273	90459	90500	

Total 109

As will be seen from the allocations, Newport hosted a total of 42 'J26' class 0-6-0's from a possible 50 in 1950. When the shed closed in June 1958 as a result of the opening of Thornaby (see 51L), the allocations had hardly changed and 80% of the stud still comprised 'J26' and 'WD' locos.

The entire allocation transferred to Thornaby 51L upon closure.





Looking west to Newport shed and yard in 1949.
LGRP courtesy David & Charles Ltd

Class B16 4-6-0 No 61474 (50A) at rest on one of the turntable radii at Newport in 1954.
H. C. Casserley

One of the many Class J26 0-6-0s allocated to Newport, namely No 65773, stands at the western end of the shed in 1957. P. J. Kelley

The interior at Newport in 1954. Facing (left to right) are 'J26' 0-6-0 No 65777 and 'T1' 4-8-0T No 69917 (both 51B). B. Morrison

Class T1 4-8-0T No 69921 (51B) replenishing its tanks in Newport shed yard in 1954. B. Morrison

51C WEST HARTLEPOOL

Pre-Grouping Origin: NER
Gazetteer Ref: 28 D4
Closed: 1967
Shed-Code: 51C (1949-1967)
Allocations: 1950

Class D20 4-4-0
62372 62379

Class Q6 0-8-0
63355 63397 63415 63424 63452
63383 63401 63419 63427 63454
63392 63410 63421 63435 63457
63396 63414 63422 63438

Class J39 0-6-0
64862 64916 64978

Class J26 0-6-0
65747 65748

Class J27 0-6-0
65782 65803 65818 65846
65790 65816 65820 65866

Class G5 0-4-4T
67271 67314 67331
67291 67316 67343

Class J94 0-6-0ST
68042 68054 68056
68053 68055 68057

Class J71 0-6-0T
68233 68258 68290 68301
68244 68263 68291 68302
68248 68276 68295 68306

Class J73 0-6-0T
68355 68358 68359 68364

Class J72 0-6-0T
68683 68685 68694 68703 68716
68684 68692 68697 68711 68734

Class A8 4-6-2T
69852 69862 69863 69871 69893

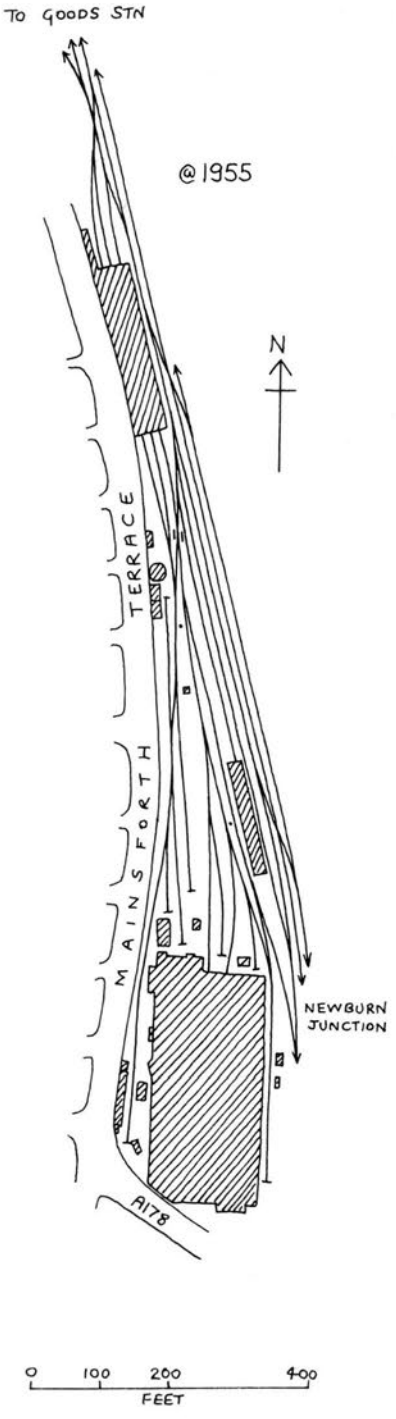
Total 77

Allocations: 1969

Class 4 2-6-0
43015 43128

Class B1 4-6-0
61061 61267 61275

Class Q6 0-8-0
63383 63397 63414 63421 63440
63391 63410 63415 63422 63454
63392 63412 63419 63438 63457



The southern end of West Hartlepool's straight shed in 1960. W. T.Stubbs

The shed yard and entrance to the roundhouse at West Hartlepool in 1959. The coaler is on the extreme left casting its shadow. W. T. Stubbs

Class J26 0-6-0
65747

Class J27 0-6-0
65782 65816 65820 65846
65805 65818 65830 65866

Class L1 2-6-4T
67765

Class J94 0-6-0ST
68021 68053 68055 68057
68051 68054 68056

Class J71 0-6-0T
68233

Class J73 0-6-0T
68359 68364

Class J77 0-6-0T
68410

Class J72 0-6-0T
68683 68703 68711 68722
68698 68707 68715 68734

Class J50 0-6-0T
68941 68951

Class A8 4-6-2T
69880 69894

Class WD 2-8-0
90048 90067 90092 90344

Total 57

Allocations: 1965

Class 4MT 2-6-0
43015 43100 43123 43128

Class B1 4-6-0
61220 61257

Class K1 2-6-0
62004

Class Q6 0-8-0

63343	63397	63414	63435	63450
63347	63407	63419	63440	63454
63349	63410	63421	63443	
63361	63412	63432	63446	

Class WD 2-8-0

90016	90445	90588	90621
90082	90479	90593	

Total 32

West Hartlepool shed was one of two depots which survived up to the end of steam traction in the North east district (the other was Sunderland). Thus, on 17 September 1967 the depot's nine remaining steam locos went for scrap (Nos 63344/87 and 90074/76/360/478/627/77/95).

As a point of interest, there was once a depot at East Hartlepool but it closed in 1939 and became used as a wagon repair shop. It survived in this capacity well into BR days as the accompanying photographs shows.

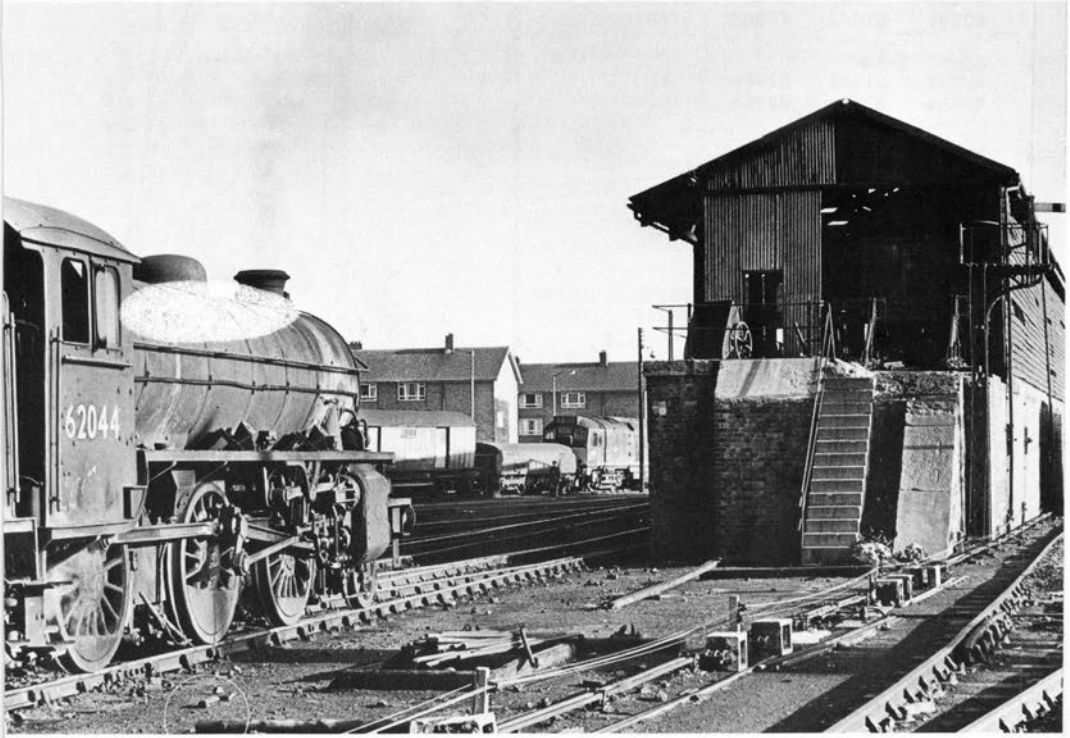
See also Sunderland 54A shed-notes.

Another view of West Hartlepool's three lane shed, again from the south but in 1959. Left to right are 'J72' 0-6-0T No 68711, 'Q6' 0-8-0 No 63457, 'J71' 0-6-0T No 68233 and 'B1' 4-6-0 No 61275 (all 51C). P. J. Kelley

The interior of West Hartlepool's roundhouse in the last few months of steam operation in 1967. N. E. Preedy

Part of the old East Hartlepool shed in 1956 still in use as a wagon repair shop (see West Hartlepool shed notes). H. C. Casserley

Class K1 2-6-0 No 62044 (51C) gazes north toward West Hartlepool's coaler in 1967. T. A. Heyes



51D MIDDLESBROUGH

Pre-Grouping Origin: NER
Gazetteer Ref: 28 E4
Closed: 1958
Shed-Code: 51D (1949-1958)
Allocations: 1950

Class Q5 0-8-0
63282 63283 63328 63333

Class Q6 0-8-0
63349 63368 63375 63409 63420
63351 63369 63380 63411 63442
63364 63373 63393 63417 63459

Class J39 0-6-0
64821 64847

Class J25 0-6-0
65687 65710 65726

Class J26 0-6-0
65733 65771 65776
65764 65775 65779

Class G5 0-4-4T
67281 67338

Classes V1 & V3 2-6-2T*
67638 67647 67684* 67686*
67639 67673 67685* 67691*

Class L1 2-6-4T
67755 67763 67765
67759 67764 67766

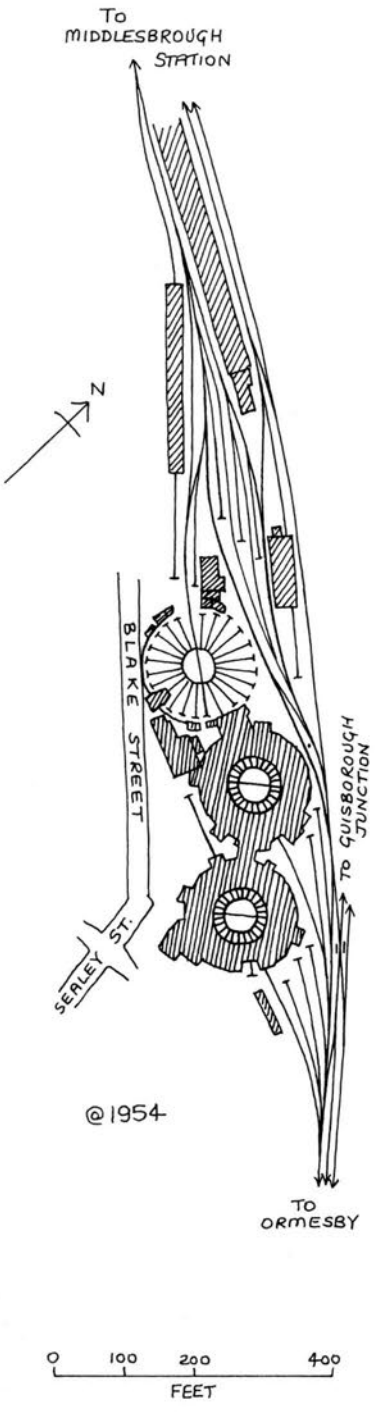
Class J71 0-6-0T
68260 68303 68307 68312

Class J77 0-6-0T
68409 68414 68422 68425

Class J72 0-6-0T
68688 68690 68713 68740 69006
68689 68712 68721 68754 69019

Total 64

Like Newport 51B, Middlesbrough sheds closed in June 1958 and the entire stud of locomotives was transferred to the new shed at Thornaby 51L.



Looking south-east to the non-existent westernmost roundhouse at Middlesbrough shed in 1958, a few months before closure. The outbuildings on the right appear to be the only portion of this part of the depot left standing. B. Hilton

A westerly view of the easternmost building at Middlesbrough in 1954 with a pair of 'Q6' 0-8-0s Nos 63340 (left) and 63373 (both 51D) facing the camera. Photomatic

A trio of Middlesbrough engines at the exposed roundhouse in 1956. Left to right are Classes J72 0-6-0T No 68721, 4MT 2-6-0 No 43073 and Q6 0-8-0 No 63368. T. Wright

Looking west through the interior of the most easterly portion of Middlesbrough shed in 1949. A loco occupies the connecting road to the middle roundhouse.
LGRP courtesy David & Charles Ltd

Class J72 0-6-0T No 68690 (51D) alongside the coaler at Middlesbrough in the mid-1950s.
LGRP courtesy David & Charles Ltd

51E STOCKTON

Pre-Grouping Origin: NER
Gazetteer Ref: 28 E5
Closed: 1959
Shed-Code: 51E (1949-1959)
Allocations: 1950

Class B1 4-6-0
61017 *Bushbuck*
61018 *Gnu*
61030 *Nyala*
61032 *Stembok*
61034 *Chiru*
61037 *Jairou*
61189 *Sir William Gray*
61214 61220 61290 61303

Class K1 2-6-0
62001 62042 62060 62064
62041 62043 62063 62065

Class J25 0-6-0
65689 65718

Class J27 0-6-0
65860 65868 65887

Class G5 0-4-4T
67242 67278 67305 67317 67318

Class V3 2-6-2T
67682

Class Y1 0-4-0T
68144

Class J71 0-6-0T
68305

Class J77 0-6-0T
68407 68412 68420

Class A7 4-6-2T
69781 69787

Class A8 4-6-2T
69883

Class T1 4-8-0T
69918

Class WD 2-8-0
90012 90082 90155 90240 90405
90048 90086 90172 90344 90603
90067 90092 90184 90377 90623

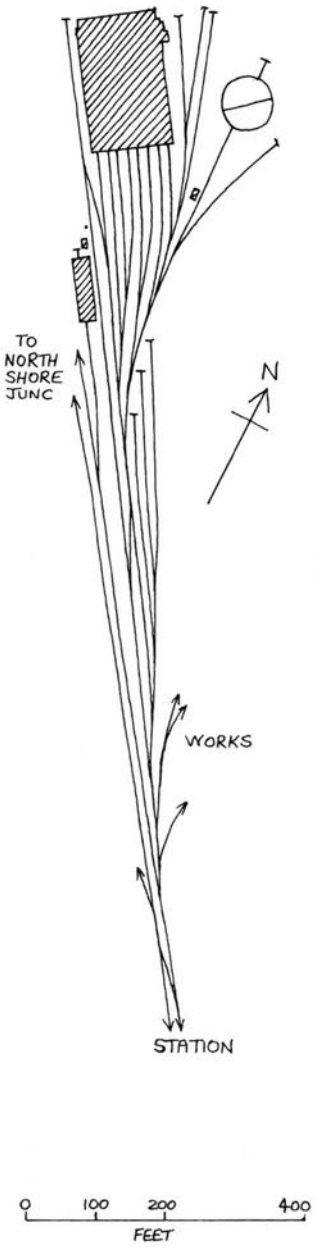
Total 54

Allocations: 1959

Class 4 2-6-0
43073

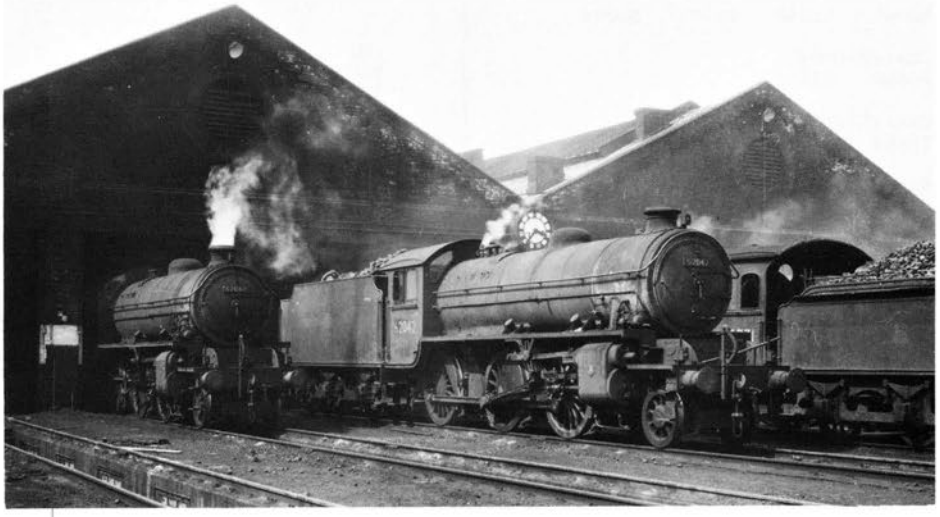
Class 2 2-6-0
46478

@1950



Looking north to Stockton shed c1949. LGRP courtesy David & Charles Ltd

A close-up view of Stockton in 1958 with a pair of the depot's 'K1' 2-6-0s Nos 62060 (left) and 62042. T. Wright



A redundant Stockton in 1959, two months after closure. W. T. Stubbs

'G5' 0-4-4T No 7262 (later BR No 67262) of Whitby shed undergoing a service at Stockton in 1947.
LGRP courtesy David & Charles Ltd

Class J25 0-6-0 No 5715 at Stockton in 1948.
LGRP courtesy David & Charles Ltd

Class B1 4-6-0
61030 *Nyala*
61032 *Stembok*
61034 *Chiru*
61173 61220 61303

Class K1 2-6-0
62001 62041 62047
62003 62042 62065

Class J26 0-6-0
65773

Class J27 0-6-0
65787 65788 65853 65884

Class L1 2-6-4T
67754 67766

Class J94 0-6-0ST
68049

Class J71 0-6-0T
68260

Class J72 0-6-0T
68696

Class J50 0-6-0T
68892

Class WD 2-8-0
90082 90172 90377
90155 90184 90430

Total 31

Stockton shed closed in June 1959 and the bulk of the remaining locos transferred to Thornaby 51L and Darlington 51A.

51F WEST AUCKLAND

Pre-Grouping Origin: NER
Gazetteer Ref: 27 E5
Closed: 1964
Shed-Code: 51F (1949-1964)
Allocations: 1950

Class J39 0-6-0
64756 64778 64848

Class J21 0-6-0
65057 65064 65078 65091 65097
65061 65077 65088 65092 65102

Class J25 0-6-0
65659 65671 65683
65662 65675 65706

Class G5 0-4-4T
67294 67312 67345

Class Y1 0-4-0T
68142 68145 68149

Class Y3 0-4-0T
68182

Class J71 0-6-0T
68249 68254 68255 68269

Class J77 0-6-0T
68391

Class J72 0-6-0T
68691 68696 69007

Class A8 4-6-2T
69851 69868 69872
69856 69870 69875

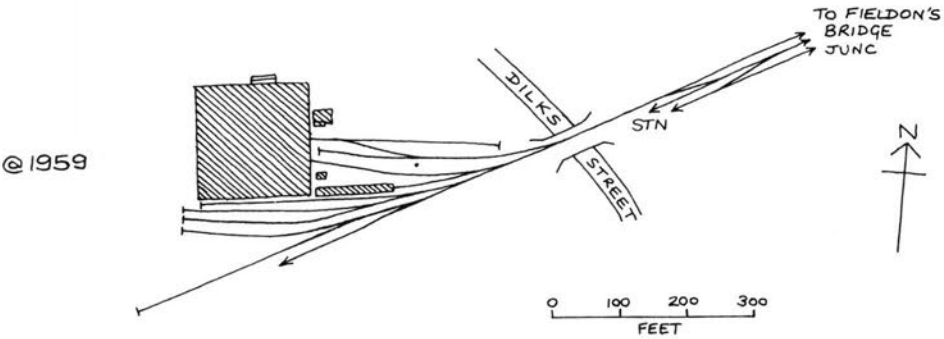
Total 40

Allocations: 1959

Class 2 2-6-0
46482

Class Q6 0-8-0
63340 63353 63403
63351 63398 63459

Looking west to the entrance of West Auckland shed in 1959. W. T. Stubbs



©1959

A line-up of Class Q6 0-8-0s at the side of West Auckland shed in 1963 with No 63403 (51F) nearest the camera. N. Skinner

A close-up of West Auckland shed and coaling area in 1954. Photomatic

Class J39 0-6-0
64756 64848 64927 64982
64778 64862 64978

Class J26 0-6-0
65731 65735

Class J71 0-6-0T
68235 68254 68269

Class J72 0-6-0T
68685 68692 69007
68691 68724 69018

Class A8 4-6-2T
69856

Class 4 2-6-0
76021 76045 76049
76024 76046 76050

Class 3 2-6-0
77002 77003

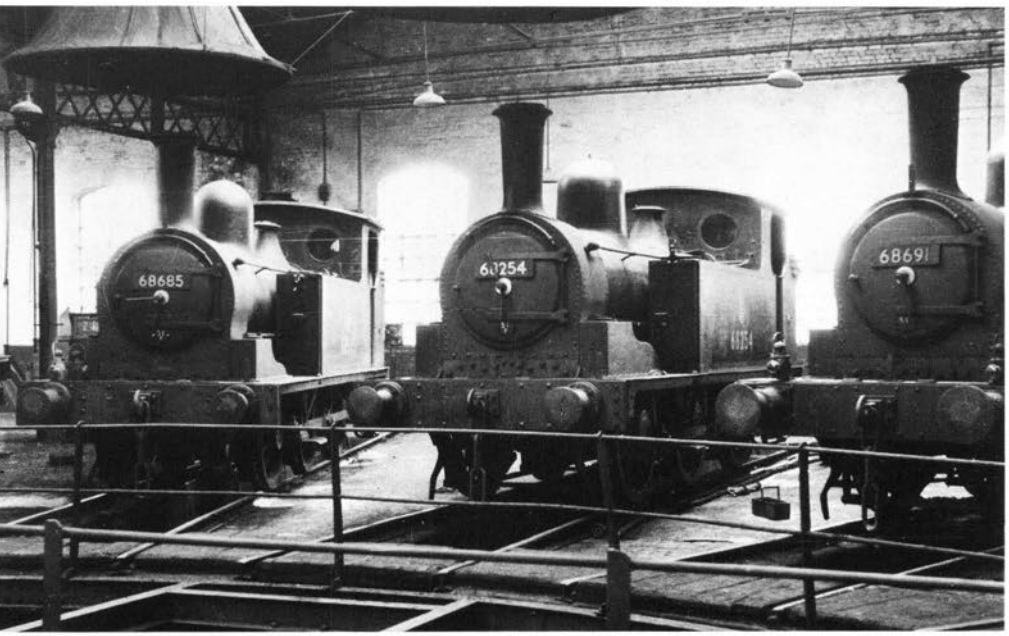
Class 2 2-6-0
78016

Total 35

West Auckland shed closed in February 1964 and the dozen remaining locos were transferred away. Thornaby 51L received the most (5) but others went to Darlington 51A, Goole 50D, Dairycoates 50B and Stourton 55B.

Class J72 0-6-0T No 68692 (51F) in the sidings at West Auckland shed in 1959. N. Skinner

A trio of 0-6-0Ts inside West Auckland shed in 1958 with (left to right) 'J72' No 68685, 'J71' No 68254 and 'J72' No 68691 (all 51F). In all, there were a total of 30 engines 'on shed' this day. B. Hilton



51G HAVERTON HILL

Pre-Grouping Origin: NER
Gazetteer Ref: 28 E4
Closed: 1959
Shed-Code: 51G (1949-1959)
Allocations: 1950

Class Q5 0-8-0
63311 63314

Class Q6 0-8-0
63340 63405 63423 63446
63367 63407 63425 63453
63374 63416 63443

Class J25 0-6-0
65660

Class J27 0-6-0
65787 65830 65855 65865
65805 65853 65859

Total 21

Allocations: 1959

Class B1 4-6-0
61018 *Gnu*
61021 *Reitbok*
61024 *Addax*
61037 *Jairou*
61255

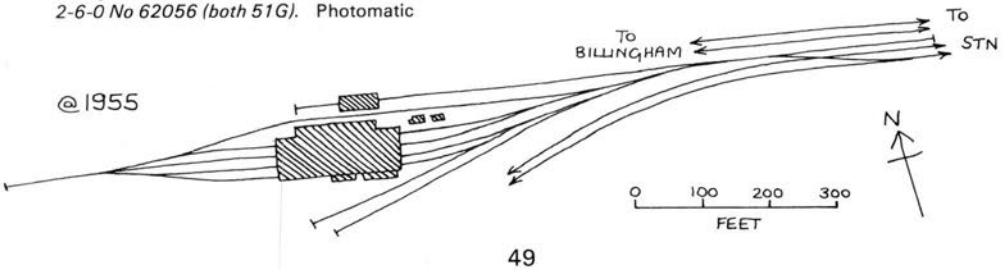
Class Q6 0-8-0
63341 63347 63374 63416 63446
63343 63361 63382 63432
63344 63367 63407 63443

Class WD 2-8-0
90086 90397 90479

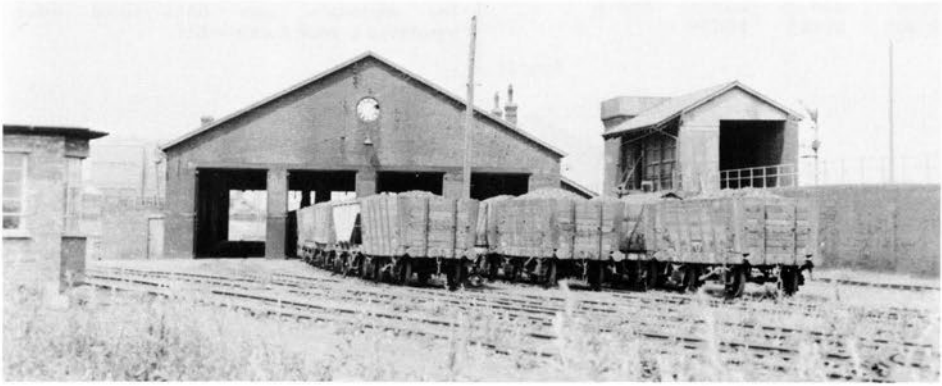
Total 21

Haverton Hill shed closed in June 1959 and all bar three of the 1959 listed locos went to Thornaby 51L. The exceptions were 63407/43/46 which transferred to West Auckland 51F.

Haverton Hill shed from the east in 1954. The locos facing are 'J27' 0-6-0 No 65855 (left) and 'K1' 2-6-0 No 62056 (both 51G). Photomatic

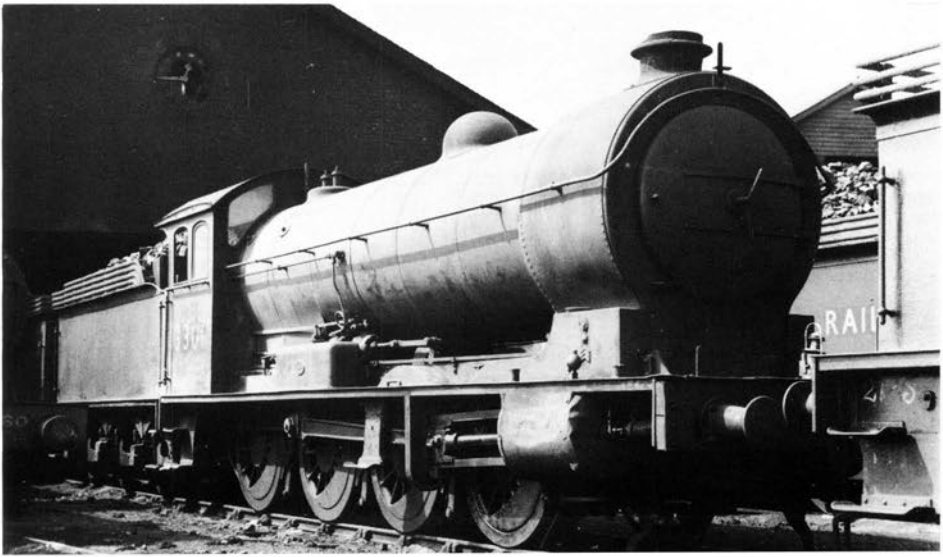


Class J27 0-6-0 No 65805 at the eastern end of Haverton Hill in 1956. T. Wright



An overall view of Haverton Hill shed in 1960, a year after closure, with the lanes in use for coal storage.
W. T. Stubbs

Class Q5 0-8-0 No 3301 resting at its home depot, Haverton Hill, in June 1948. Although allocated new No 63301, the loco never carried it being withdrawn from service in December the same year.
LGRP courtesy David & Charles Ltd



51H KIRKBY STEPHEN

Pre-Grouping Origin: NER
Gazetteer Ref: 27 F2
Closed: 1961
Shed-Code: 51H (1949-1958)
12E (1958)
12D (1958-1961)
Allocations: 1950 (51H)

Class J21 0-6-0
65028 65047 65100
65040 65089 65103

Class J25 0-6-0
65653 65655 65673 65695 65717

Total 11

Allocations: 1959 (12D)

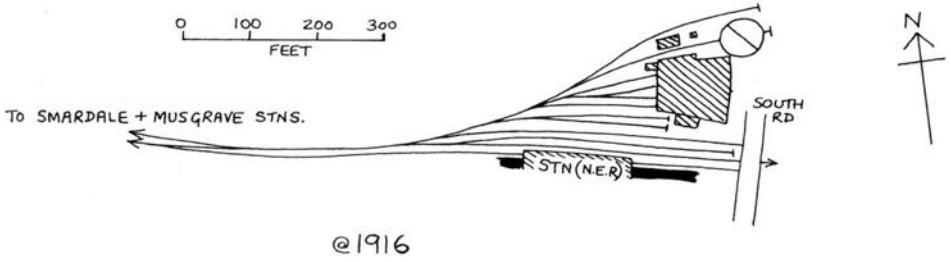
Class 2 2-6-0
46470

Class 4 2-6-0
76020 76023 76051
76022 76047 76052

Class 2 2-6-0
78013 78017 78018 78019

Total 11

Kirkby Stephen became London Midland Region property in February 1958 and took up the code 12E. Further reorganisation found this altered to 12D in April of the same year. The depot closed in November 1961 and the engines moved to Carlisle Canal 12C and Carlisle Upperby 12B.



@1916

Kirkby Stephen shed in 1953 with 'J25' 0-6-0 No 65655 (51H) on the left. Other locos 'on shed' at the time were (all 51H unless shown otherwise) Nos 46471, 46474, 46476, 46477, 46478, 46480, 65047, 65068 (51A), 65673 and 65695.
B. K. B. Green

A somewhat deserted Kirkby Stephen in 1961, a few months before closure. W. T. Stubbs

A 1958 view of Kirkby Stephen shortly after becoming London Midland Region controlled. BR Standard classes dominate the scene and Class 2 2-6-0 No 78019 (12D) is nearest the camera. B. Hilton

A prewar view of Kirkby Stephen shed in 1935.
H. C. Casserley

Class 2 2-6-0 No 78017 (51H) at Kirkby Stephen in 1957. T. Wright

51J NORTHALLERTON

Pre-Grouping Origin: NER
Gazetteer Ref: 28 G5
Closed: 1963
Shed-Code: 51J (1949-1963)
Allocations: 1950

Class D20 4-4-0
62347 62359 62388 62391

Class J21 0-6-0
65030

Class J25 0-6-0
65645 65693 65725

Class G5 0-4-4T
67324 67344 67346

Class Y3 0-4-0T
68159

Class N10 0-6-2T
69101

Total 13

Allocations: 1959

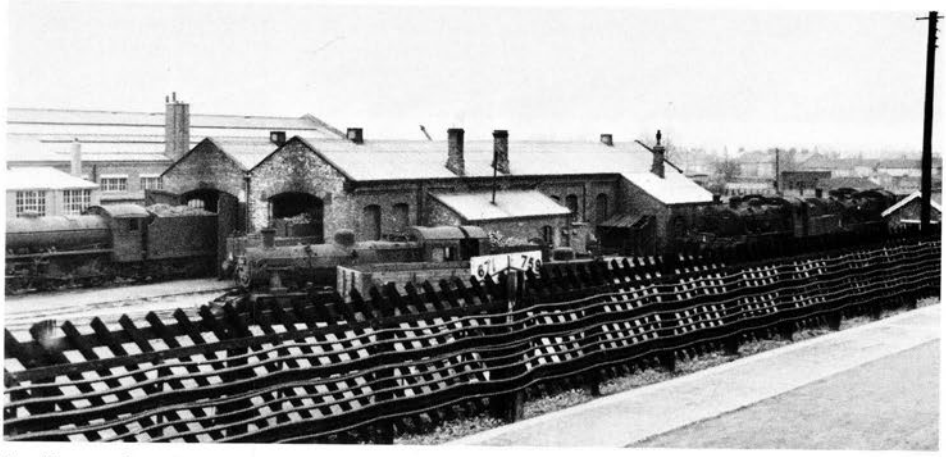
Class 2 2-6-0
46471

Class K1 2-6-0
62044

Class 2 2-6-0
78010 78011 78012 78014 78015

Total 7

Northallerton was closed in March 1963 and the remaining locos transferred to Darlington 51A.

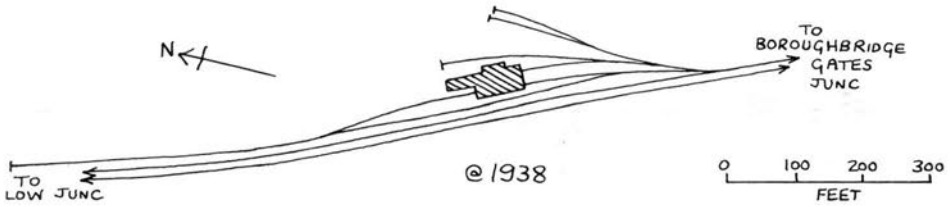


Looking west from the station to the shed at Northallerton in 1957. B. Hilton

The southern end of Northallerton shed in 1954 with Class J25 0-6-0 No 65726 (51J) outside. Other locos 'on shed' at this time were Nos 62388, 65693, 65720, 67342 and 68159 (all 51J). B. K. B. Green

A close-up of the southern end of Northallerton in 1954. Photomatic

The northern end of Northallerton shed in 1937. H. C. Casserley collection



51K SALTBURN

Pre-Grouping Origin: NER
Gazetteer Ref: 28 E3
Closed: 1958
Shed-Code: 51K (1949-1958)
Allocations: 1950

Class J27 0-6-0
65857

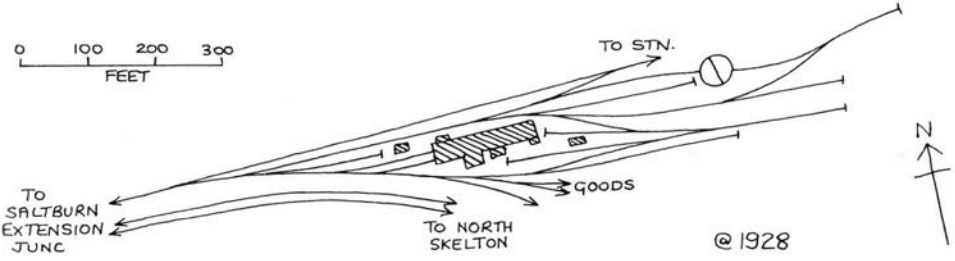
Class A5 4-6-2T
69802 69811 69831 69834 69842

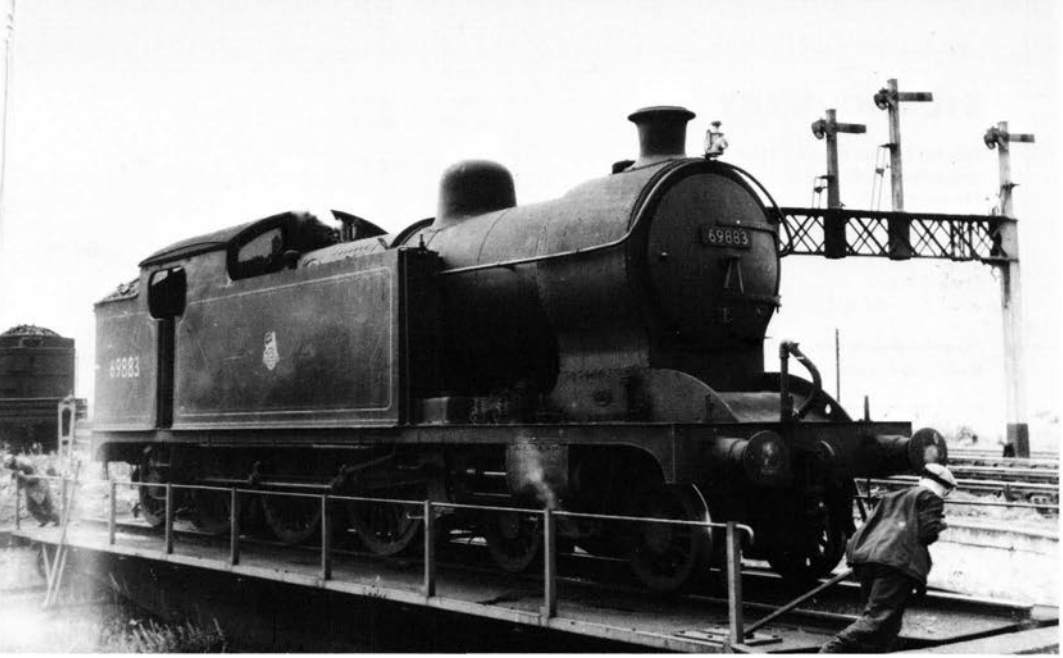
Class A8 4-6-2T
69869 69884 69889 69891 69892

Total 11

Saltburn shed closed in January 1958 and the remaining engines (Nos 69830/31/34/42/66/69) were reported transferred to Middlesbrough at this time. This was little more than a paper transaction as all six locos were noted 'in store' at Saltburn in June of the same year. The majority of these were withdrawn shortly after but No 69869 is known to have remained well into 1959 and possibly until its withdrawal from stock in June 1960.

Class 5MT 2-6-0 No 42794 (19A) being coaled at the rear of Saltburn shed in 1955. K. Fairey





Class A8 4-6-2T No 69883 (51C) being turned at Saltburn in 1955. The shed, although not visible, is to the far left of the loco. A. G. Ellis

One of Saltburn's complement of A5 4-6-2Ts, No 1784, at rest in the shed yard in 1933. LGRP courtesy David & Charles Ltd

51L THORNABY

Origin: BR (NE Region) 1958
Gazetteer Ref: 28 E4
Closed: 1964
Shed-Code: 51L (1958-1964)
Allocations: 1959

Class 4 2-6-0
43072 43102

Class B1 4-6-0
61031 *Reedbuck*

Class Q6 0-8-0

63349	63370	63389	63411	63430
63355	63371	63393	63417	63435
63360	63373	63396	63420	63442
63364	63375	63401	63424	63445
63368	63380	63405	63426	63447
63369	63388	63409	63428	63452

Class J25 0-6-0
65720

Class J26 0-6-0

65732	65745	65757	65768	65777
65736	65751	65760	65769	65778
65737	65753	65761	65772	65779
65741	65755	65762	65774	
65743	65756	65763	65776	

Class J27 0-6-0

65790	65859	65868
65855	65865	65870

Class L1 2-6-4T
67759 67764

Class J94 0-6-0ST
68023 68060 68062

Class J71 0-6-0T
68245 68272

Class J77 0-6-0T
68406

Class J72 0-6-0T

68684	68689	68721	68740	69019
68688	68690	68729	69006	

Class A8 4-6-2T
69860 69869

Class WD 2-8-0

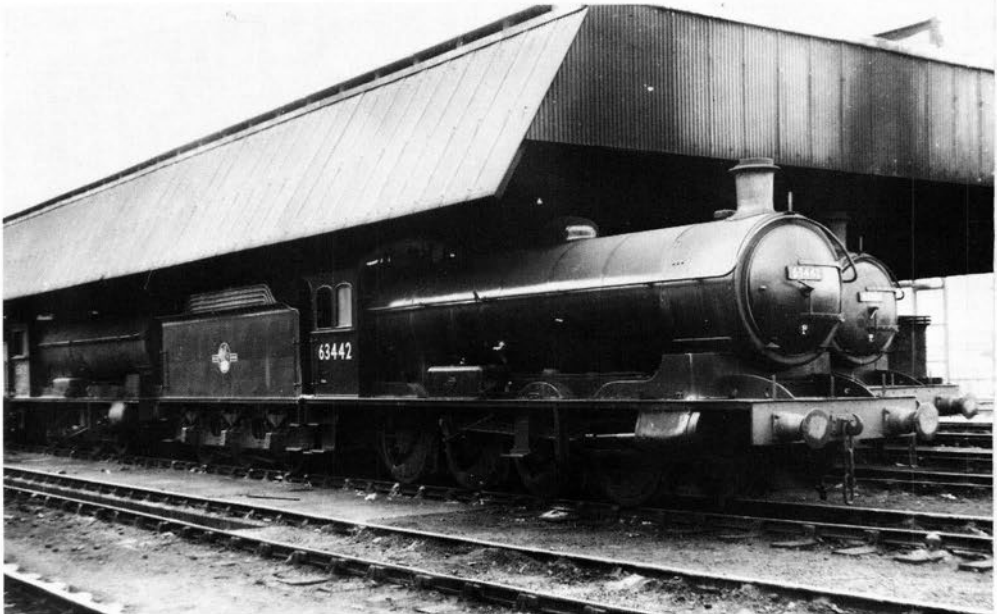
90014	90098	90426	90459	90517
90027	90132	90434	90461	90603
90074	90240	90435	90462	90605
90081	90273	90446	90465	
90090	90373	90451	90481	
90091	90409	90452	90500	

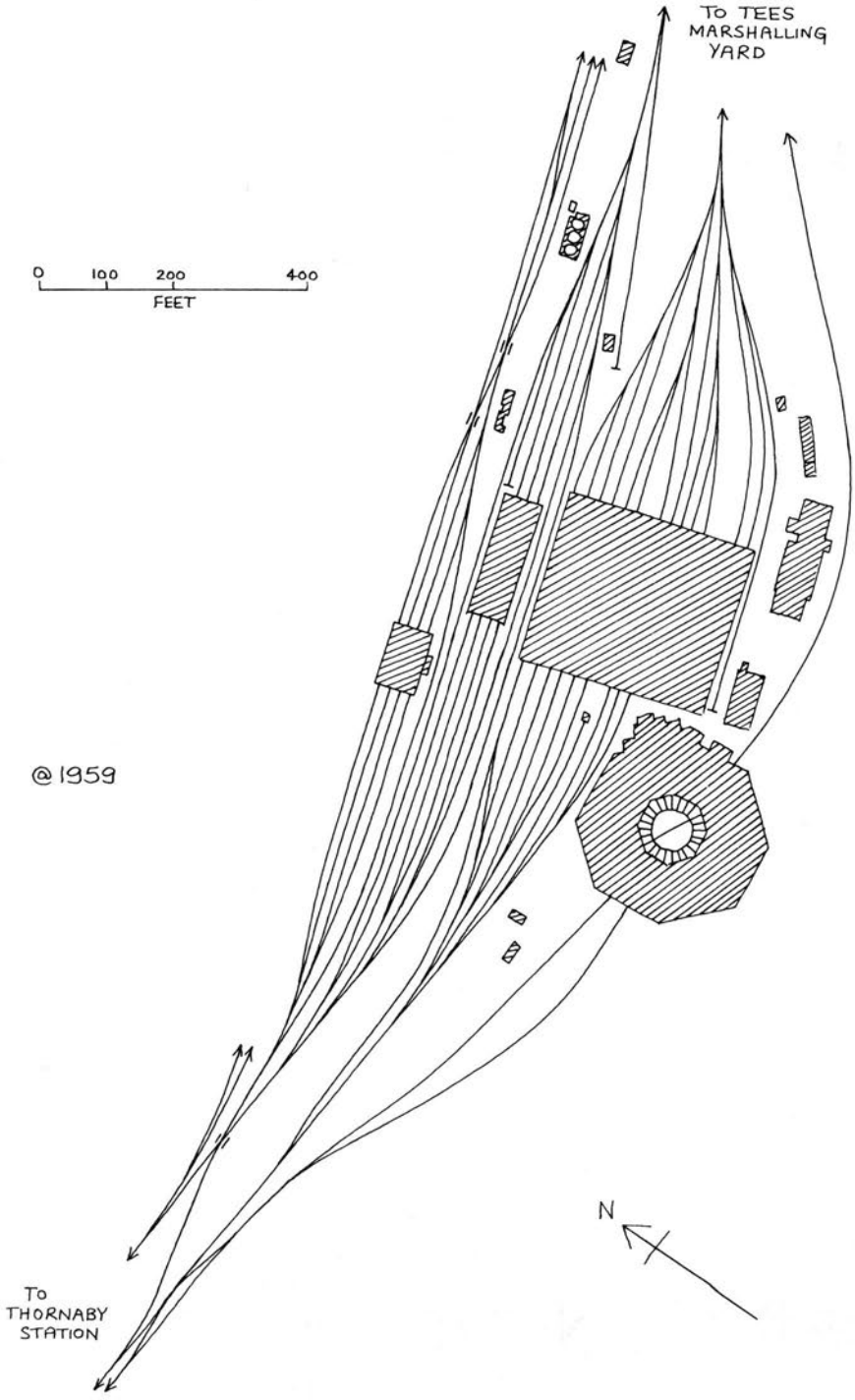
Total 109

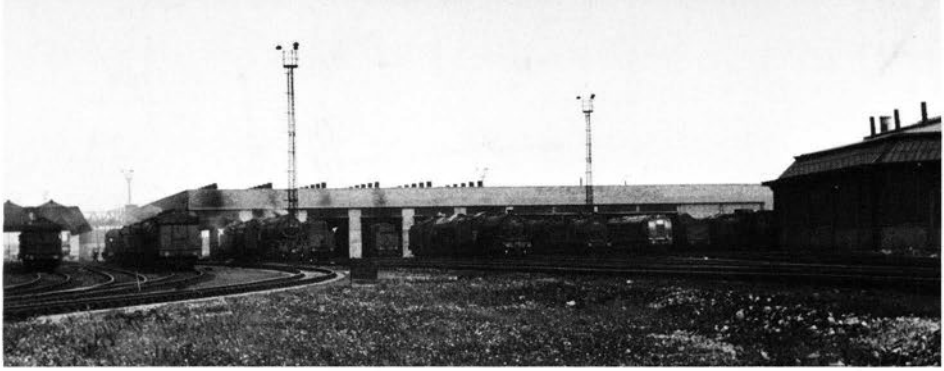
Thornaby shed opened in June 1958 and replaced the decrepit establishments at Newport 51B and Middlesbrough 51D. The redundant stock from these latter depots formed Thornaby's initial allocation and the majority were still present the following year as the accompanying list verifies. Despite a schedule to be all-diesel by mid 1962, the shed did not close to steam until December 1964.

The last few engines departed for Darlington 51A, West Hartlepool 51C and Percy Main 52E over a preceding three-month period.

Class Q6 0-8-0 No 63442 (51L) at Thornaby in 1959. A. G. Ellis

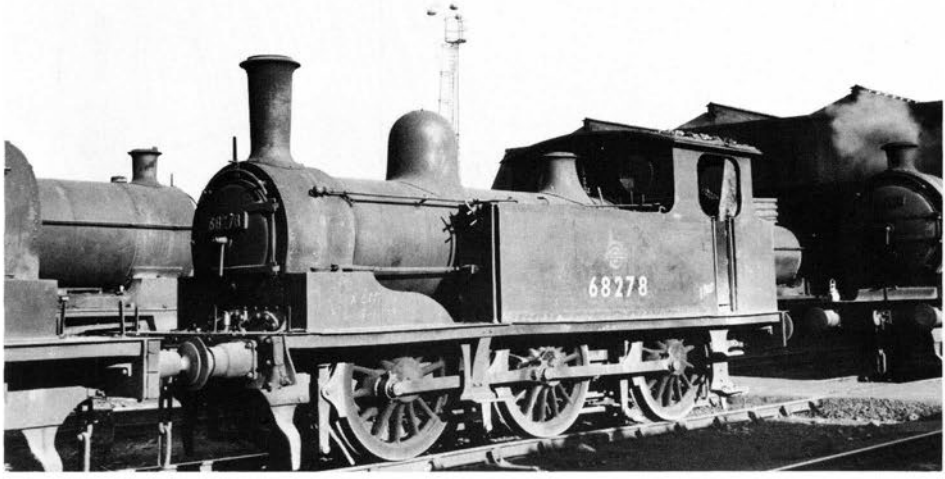



TO TEES
MARSHALLING
YARD
0
100
200
400
FEET
@1959
N
TO
THORNABY
STATION

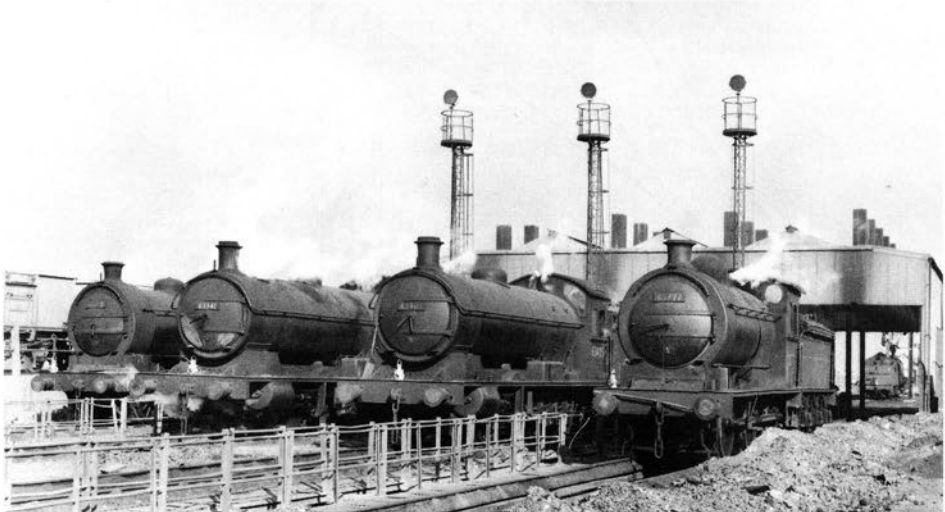


Looking east to the main building at Thornaby in 1961. K. Fairey

Class J71 0-6-0T No 68278 (51L) at Thornaby in 1960. N. Skinner



'J26' 0-6-0 and 'Q6' 0-8-0 classes share the metals at the western end of the small four lane 'wash-out' shed at Thornaby in 1962. Left to right are Nos 65755, 63341, 63405 and 65772 (all 51L).
B. J. Lynch



The interior of Thornaby's roundhouse after a few weeks of service in July 1958. IAL

The westerly entrance to the roundhouse at Thornaby in 1968, four years after steam closure. W. T. Stubbs

52A GATESHEAD

Pre-Grouping Origin: NER
Gazetteer Ref: 28 A1
Closed: 1965
Shed-Code: 52A (1949-1965)
Allocations: 1950

Class A4 4-6-2
60001 *Sir Ronald Matthews*
60002 *Sir Murrough Wilson*
60005 *Sir Charles Newton*
60016 *Silver King*
60018 *Sparrow Hawk*
60019 *Bittern*
60020 *Guillemot*
60023 *Golden Eagle*

Class A3 4-6-2
60038 *Firdaussi*
60040 *Cameronian*
60042 *Singapore*
60045 *Lemberg*
60060 *The Tetrarch*
60071 *Tranquil*
60075 *St Frusquin*
60078 *Night Hawk*
60082 *Neil Gow*

Class A1 4-6-2
60115 *Meg Merrilies*
60124 *Kenilworth*
60129 *Guy Mannering*
60132 *Marmion*
60135 *Madge Wildfire*
60137 *Redgauntlet*
60142 *Edward Fletcher*
60143 *Sir Walter Scott*
60145 *Saint Mungo*
60147 *North Eastern*
60150 *Willbrook*
60151 *Midlothian*
60154 *Bon Accord*
60155 *Borderer*

Class A2 4-6-2
60518 *Tehran*
60521 *Watling Street*
60538 *Velocity*

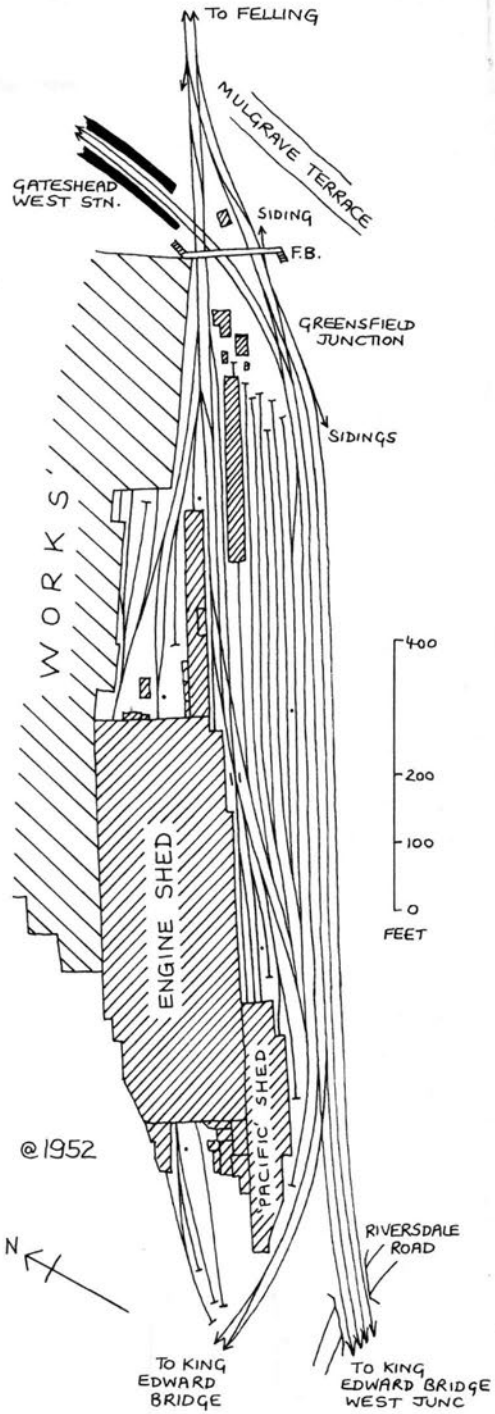
Class V2 2-6-2

60883	60885	60926	60964	60967
60884	60923	60940	60965	

Class B1 4-6-0
61011 *Waterbuck*
61012 *Puku*
61013 *Topi*
61014 *Oribi*
61100
61238 *Leslie Runciman*

Class J39 0-6-0

64701	64707	64869
64704	64853	64871



Class J25 0-6-0 No 65645 (52A) outside the easterly entrance to the main building at Gateshead in 1962. A. G. Ellis

Class G5 0-4-4T
67309 67320 67325 67329

Class V3 2-6-2T
67634 67687 67689
67683 67688 67690

Class Y1 0-4-0T
68141 68146

Class Y3 0-4-0T
68154 68160 68180

Class J71 0-6-0T
68251 68270 68283 68309 68314

Class J72 0-6-0T
68674 68680 68702 68723 68744
68675 68693 68720 68732 69005

Class N10 0-6-2T
69090 69092 69100
69091 69097 69109

Total 91

Allocations: 1959

Class A4 4-6-2
60001 *Sir Ronald Matthews*
60002 *Sir Murrough Wilson*
60005 *Sir Charles Newton*
60016 *Silver King*
60018 *Sparrow Hawk*
60019 *Bittern*
60020 *Guillemot*
60023 *Golden Eagle*

The cramped conditions outside the 'Pacific' shed at Gateshead are well in evidence here in this view taken c1959. Class A1 4-6-2 No 60157 Great Eastern *(36A) is the loco to the fore.* N. E. Preedy

Class J72 0-6-0T No 68736 (52A) in North Eastern Railway livery at Gateshead in September 1963. It will be noted that the roundhouse buildings had been demolished by this time in readiness for the conversion of the site to a straight lane structure.
K. Fairey

Class A3 4-6-2
60038 *Firdaussi*
60040 *Cameronian*
60042 *Singapore*
60045 *Lemberg*
60051 *Blink Bonny*
60052 *Prince Palatine*
60060 *The Tetrarch*
60070 *Gladiateur*
60071 *Tranquil*
60075 *St Frusquin*
60076 *Galopin*
60078 *Night Hawk*
60091 *Captain Cuttle*

Class A1 4-6-2
60115 *Meg Merrilies*
60124 *Kenilworth*
60129 *Guy Mannering*
60132 *Marmion*
60135 *Madge Wildfire*
60137 *Redgauntlet*
60142 *Edward Fletcher*
60143 *Sir Walter Scott*
60145 *Saint Mungo*
60147 *North Eastern*
60150 *Willbrook*
60151 *Midlothian*
60154 *Bon Accord*
60155 *Borderer*

Class A2 4-6-2
60516 *Hycilla*
60518 *Tehran*
60521 *Watling Street*
60538 *Velocity*

Class V2 2-6-2
60805
60807
60809 *The Snapper, The East Yorkshire Regiment, The Duke of York's Own*
60833
60860 *Durham School*
60868 60923 60934 60942 60949
60904 60929 60940 60947 60952
60964 *The Durham Light Infantry*
60967 60979

Class B1 4-6-0
61012 *Puku*
61022 *Sassaby*

Class J39 0-6-0
64704 64852 64765 64869

Class J25 0-6-0
65656 65700

Classes V1 & V3 2-6-2T*
67637* 67657 67688 67690
67639* 67687 67689

Class J71 0-6-0T
68263 68283 68314

Class J72 0-6-0T
68674 68693 68731 69005
68675 68720 68744 69027
68680 68723 69001

Class N10 0-6-2T
69097 69109

Tota

Allocations: 1965

Class A1 4-6-2
60116 *Hal o' the Wynd*
60127 *Wilson Worsdell*
60129 *Guy Mannering*
60132 *Marmion*
60142 *Edward Fletcher*
60151 *Midlothian*

Class V2 2-6-2

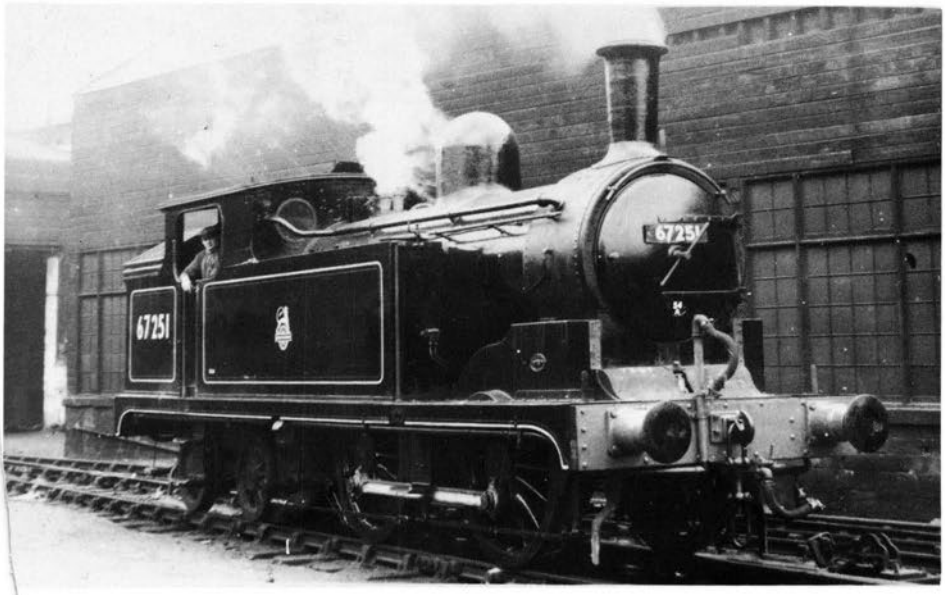
60859	60868	60940	60946	60962
60865	60901	60944	60952	60976

Class B1 4-6-0
61019 *Nilghai*
61035 *Pronghorn*

Total 18

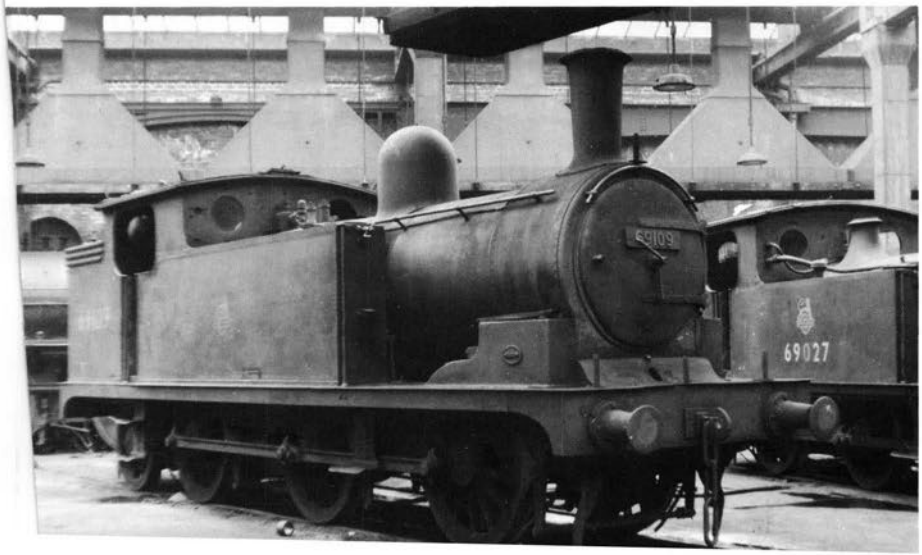
In 1956 Gateshead underwent a facelift; two of the roundhouses fell into disuse and the remaining two were refurbished, one with the provision of a larger 70ft turntable which at long last allowed the Pacific classes to be stabled in the main building. This latter improvement was 30 years too late as 4-6-2 types had been a feature of the depot since the mid-1920s. In the year before closure the site was remodelled yet again, this time with diesels in mind and took the form of a straight lane building.

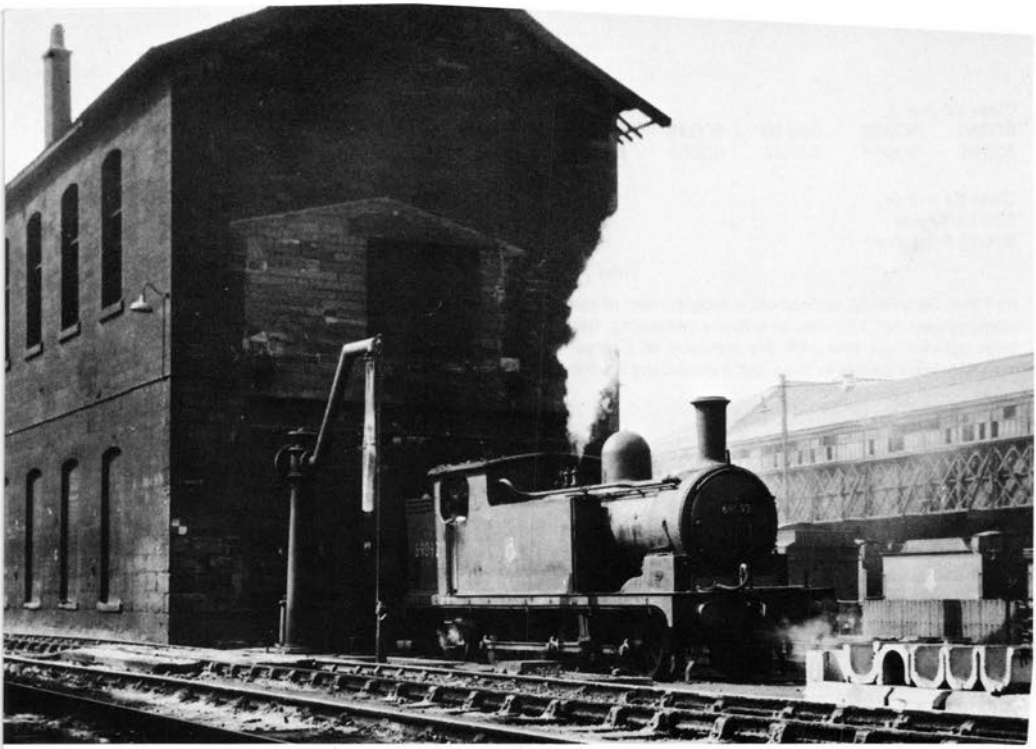
Although officially closing to steam in March 1965, the locos shown in the (April) 1965 allocation list remained in store at the depot for some months. A good deal of the allocation had gone by the end of 1964, but the final few stored locos departed in October 1965 as follows: Nos 60868/976 to St Margarets 64A and Nos 61019/35 to York 50A.



'ass G5 0-4-4T No 67251 (54A) in ex-works ndition at Gateshead in 1954. A. G. Ellis

Class N10 0-6-2T No 69109 (52A) inside one of the two refurbished roundhouses at Gateshead in 1959. K. Fairey





Class N10 0-6-2T No 69092 (52A) at Gateshead in 1954 outside the building which stood to the south-east of the main yard. The works are visible to the right of the view. B. Morrison

The interior of Gateshead in 1954 whilst still a quadruple roundhouse with 'V2' 2-6-2 No 60868 (52A) facing. B. Morrison

52B HEATON

Pre-Grouping Origin: NER
Gazetteer Ref: 28 A1
Closed: 1963
Shed-Code: 52B (1949-1963)
Allocations: 1950

Class 4MT 2-6-0
43070

Class A3 4-6-2
60069 *Sceptre*
60072 *Sunstar*
60073 *St Gatien*
60077 *The White Knight*
60080 *Dick Turpin*
60083 *Sir Hugo*
60085 *Manna*
60088 *Book Law*
60091 *Captain Cuttle*
60092 *Fairway*

Class A1 4-6-2
60116 *Hal o' the Wynd*
60126 *Sir Vincent Raven*
60127 *Wilson Worsdell*

Class A2 4-6-2
60511 *Airborne*
60512 *Steady Aim*
60515 *Sun Stream*
60516 *Hycilla*
60517 *Ocean Swell*
60539 *Bronzino*

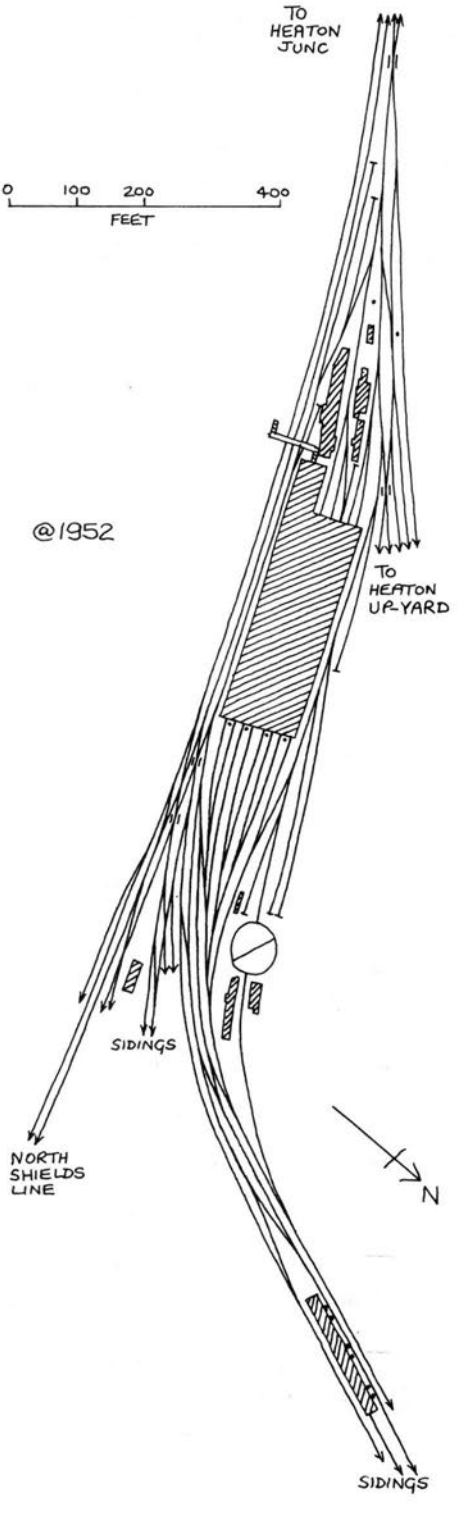
lass V2 2-6-2
0801 60805 60807
0802 60806 60808
0809 *The Snapper, The East Yorkshire Regiment, The Duke of York's Own*
810 60811 60812 60833
835 *The Green Howard, Alexandra, Princess of Wales's Own Yorkshire Regiment*
860 *Durham School*
68 60891 60939 60945 60952
86 60895 60942 60947 60957
87 60910 60944 60949

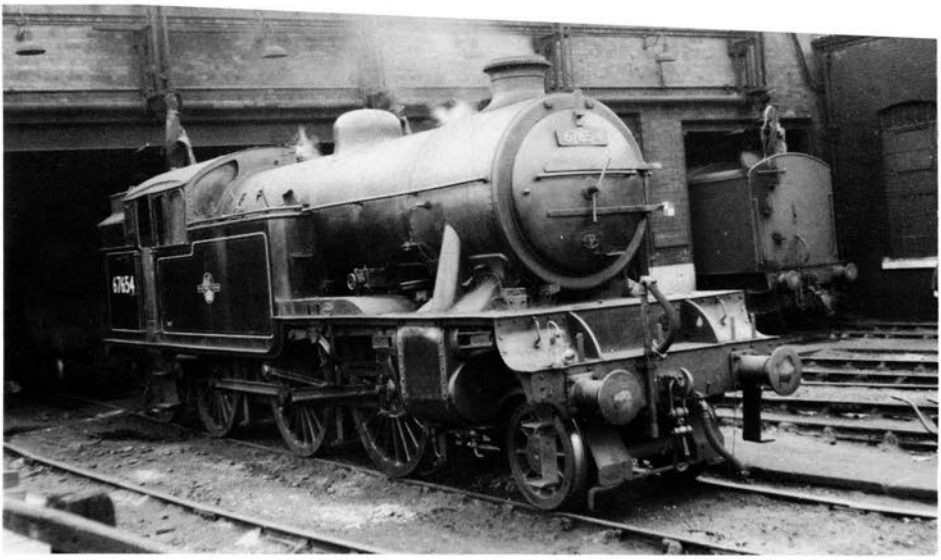
K3 2-6-0
8 61901 61917 61962 61985
5 61904 61930 61969 61986
4 61906 61952 61984 61987

K1 2-6-0
2 62003 62005 62007 62010

J39 0-6-0
64856 64915 64945
64865 64923 64947

27 0-6-0
65842 65864 65886
65862 65869 65889
65863 65873 65893





Class V3 2-6-2T No 67654 (52B) outside the western end of Heaton shed in 1959. The wall-mounted watering system with central overhead outlets for each lane will be noted. K. Fairey

Class V1 2-6-2T

67635	67640	67642	67646	67652
67637	67641	67645	67651	67654

Class J94 0-6-0ST

68014

Class J71 0-6-0T

68234	68247	68262	68267	68273
68245	68256	68264	68271	68278

Class J77 0-6-0T

68430

Class J72 0-6-0T

68682	68687	68725	68738	68742

Class N8 0-6-2T

69371	69372	69380	69387	69390

Total 119

Allocations: 1959

Class A3 4-6-2

60073 *St Gatien*
60077 *The White Knight*
60080 *Dick Turpin*
60082 *Neil Gow*
60083 *Sir Hugo*
60085 *Manna*
60088 *Book Law*
60092 *Fairway*

Class A1 4-6-2

60116 *Hal o' the Wynd*
60126 *Sir Vincent Raven*
60127 *Wilson Worsdell*

Class A2 4-6-2

60511 *Airborne*
60517 *Ocean Swell*
60539 *Bronzino*

Class V2 2-6-2

60802	60808	60811
60806	60810	60812

60835 *The Green Howard, Alexandra, Princess of Wales's Own Yorkshire Regiment*

60846	60901	60932	60962
60886	60910	60944	60976
60891	60922	60945	60978

Class K3 2-6-0

61818	61875	61923	61984
61844	61884	61927	61986
61869	61906	61962	61987

Class J39 0-6-0

64701	64853	64871	64926	64
64703	64856	64915	64931	
64713	64864	64923	64939	

Class J21 0-6-0

65110

Class J27 0-6-0

65864	65876	65882
65869	65877	65886

Classes V1 and V3 2-6-2T*

67641	67647	67654*	67683*
67642	67651*	67656*	67685*
67646*	67652*	67658	67691*

Class J94 0-6-0ST

68014

Class J72 0-6-0T

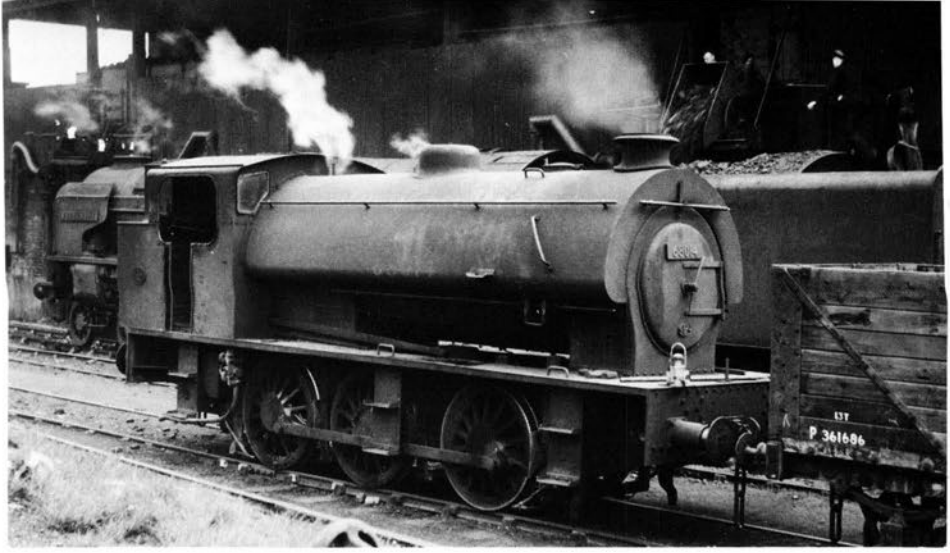
68702	68713	68742	69028
68708	68738	68747	

Total 85

Heaton shed closed in June 1963 and the allocation transferred to Gateshead 52A, Sunerland 52G and Percy Main 52E. The depot remained in use for storage and stabling purposes beyond this date (see photo).

Class V2 2-6-2 No 60860 Durham School *(52A) faces south alongside Heaton's coaler in 1959.*
N. Skinner

A trio of 'V3' 2-6-2Ts inside Heaton shed in 1964, a year after official steam closure. The depot's status was more or less a sub-shed of Gateshead at this time, as the locos (left to right) Nos 67646, 67684 and 67638, were all under the direction of 52A.
I. S. Carr



Class J94 0-6-0ST No 68014 (52B) fronts a busy scene at the Heaton coaler in 1954. B. Morrison

Class J72 0-6-0T No 68702 (52B) takes on water at the eastern end of Heaton shed in 1954. B. Morrison

52C BLAYDON

Pre-Grouping Origin: NER
Gazetteer Ref: 28 A3
Closed: 1963
Shed-Code: 52C (1949-1963)
Allocations: 1950

Class K1 2-6-0

62021	62023	62025	62027	62029
62022	62024	62026	62028	62030

Class D49 4-4-0
62747 *The Percy*
62771 *The Rufford*

Class Q6 0-8-0

63353	63385	63398	63413	63444
63356	63390	63399	63428	
63376	63391	63403	63432	
63381	63394	63412	63441	

Class J39 0-6-0

64700	64812	64842	64852
64703	64814	64849	64858
64705	64816	64851	64940

Class J21 0-6-0
65025 65082 65099 65111

Class J36 0-6-0
65295 65331 65343

Class G5 0-4-4T
67241 67255 67268 67315
67245 67259 67277 67323
67249 67265 67313 67339

Class V1 2-6-2T
67636 67653 67656 67657 67658

Class J94 0-6-0ST
68010 68024 68036 68048
68019 68029 68038 68058
68021 68035 68041 68059

Class J71 0-6-0T
68265

Class N10 0-6-2T
69095

Total 79

Allocations: 1959

Class B1 4-6-0
61019 *Nilghai*
61100
61238 *Leslie Runciman*

Class K1 2-6-0
62002 62021 62024 62027 62030
62006 62022 62025 62028
62010 62023 62026 62029

Class Q6 0-8-0
63352 63363 63381 63394 63441
63356 63376 63385 63399 63453
63362 63378 63390 63413

Class J39 0-6-0
64812 64815 64842 64858
64814 64816 64849

Class J21 0-6-0
65033

Class V3 2-6-2T
67634 67636 67653

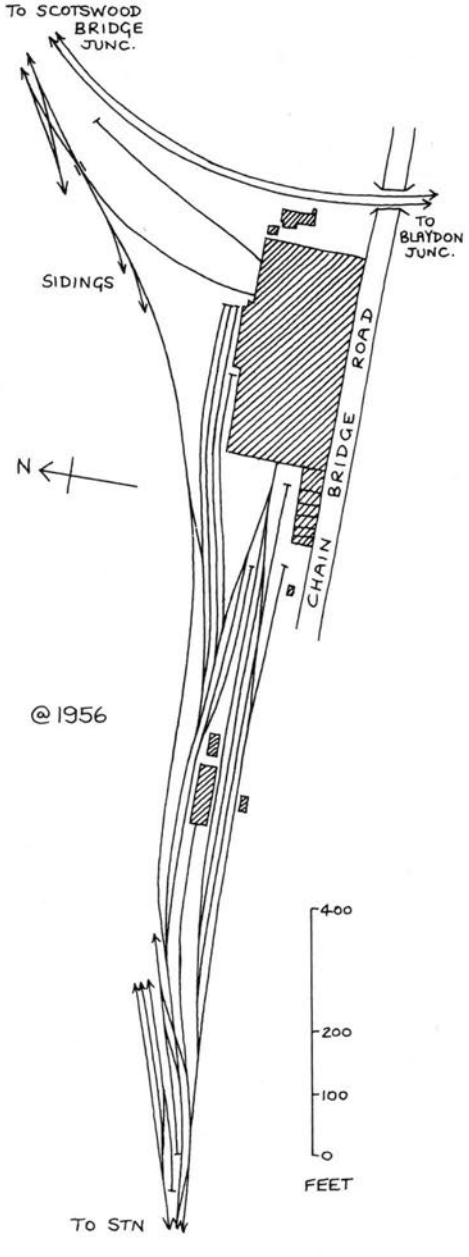
Class J94 0-6-0ST
68010 68035 68036 68038

Class J72 0-6-0T
68732 69023 69024 69025 69026

Class 3 2-6-0
77011 77014

Total 52

The allocation of Blaydon had been whittled down to 18 locomotives by the official closure date in March 1963, and of these, two-thirds dispersed to Sunderland 52G, Tyne Dock 52H and North & South Blyth 52F. Five of the remaining six engines lingered until actual closure in June 1963 and were re-allocated as follows: No 61199/237 to Tyne Dock 52H, 63362 to North Blyth 52F, 63437 to Sunderland 52G and 67636 to Gateshead 52A.



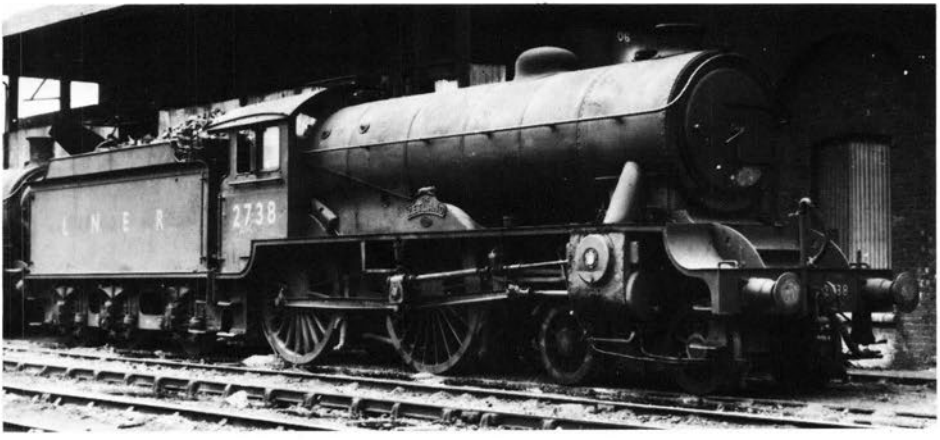
Class 4 2-6-0 No 43102 (51L) at Blaydon in 1959.
K. Fairey

Blaydon shed from the west c1960. W. T. Stubbs

One of Blaydon's complement of 'K1' 2-6-0s, No 62027 outside its home depot in 1957.
T. Wright

The interior of Blaydon in 1950 with three Class J39 0-6-0s beside a solitary J94 0-6-0ST. Left to right are Nos 64869, 64703, 64842 and 68058.
H. C. Casserley

Class D49 4-4-0 No 2738 The Zetland *alongside the coaler at Blaydon in 1948. The loco was allocated to Gateshead at this time and eventually became BR No 62738.* LGRP courtesy David & Charles Ltd



52D TWEEDMOUTH

Pre-Grouping Origin: NER
Gazetteer Ref: 31 D3
Closed: 1966
Shed-Code: 52D (1949-1966)
Allocations: 1950

Class V2 2-6-2
60932

Class B1 4-6-0
61019 *Nilghai*
61024 *Addax*
61025 *Pallah*
61199
61241 *Viscount Ridley*
61322

Class D20 4-4-0

62344	62352	62358	62371
62349	62354	62360	62380
62351	62357	62362	62387

Class J39 0-6-0

64711	64843	64868	64925
64813	64844	64917	64982
64815	64854	64924	

Class J25 0-6-0

65697	65727

Class G5 0-4-4T

67248	67303	67304

Class Y7 0-4-0T
68089

Class J71 0-6-0T
68284

Class J77 0-6-0T

68421	68437

Class WD 2-8-0

90001	90072	90435	90674
90030	90427	90479	90704

Total 47

Allocations: 1959

Class 2 2-6-0
46476

Class A3 4-6-2
60069 *Sceptre*
60072 *Sunstar*

Class V2 2-6-2
60801 60843 60865 60913 60926

Class B1 4-6-0
61014 *Oribi*
61025 Pallah
61199
61241 *Viscount Ridley*
61322

Class K3 2-6-0
61854 61917 61934 61969
61901 61930 61952 61985

Class J39 0-6-0
64711 64844 64916 64925 64949
64813 64868 64917 64929
64843 64897 64924 64941

Class J21 0-6-0
65070

Class J72 0-6-0T
68682 68725

Total 37

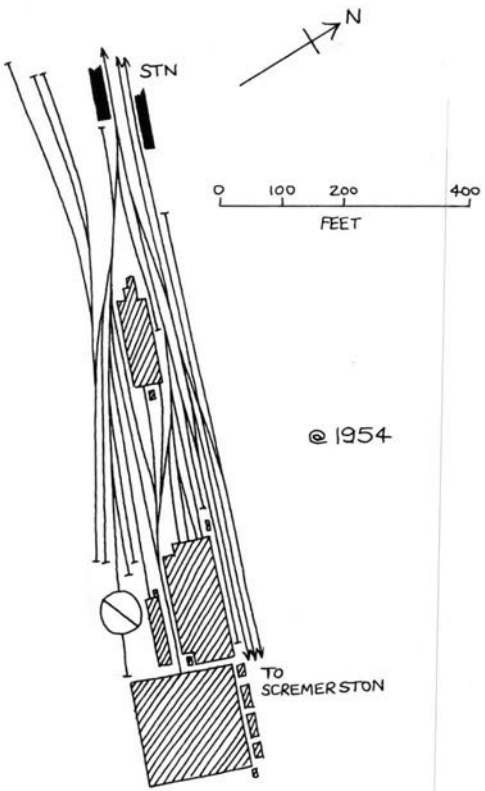
Allocations: 1965

Class K1 2-6-0
62006 62021 62025
62011 62023 62050

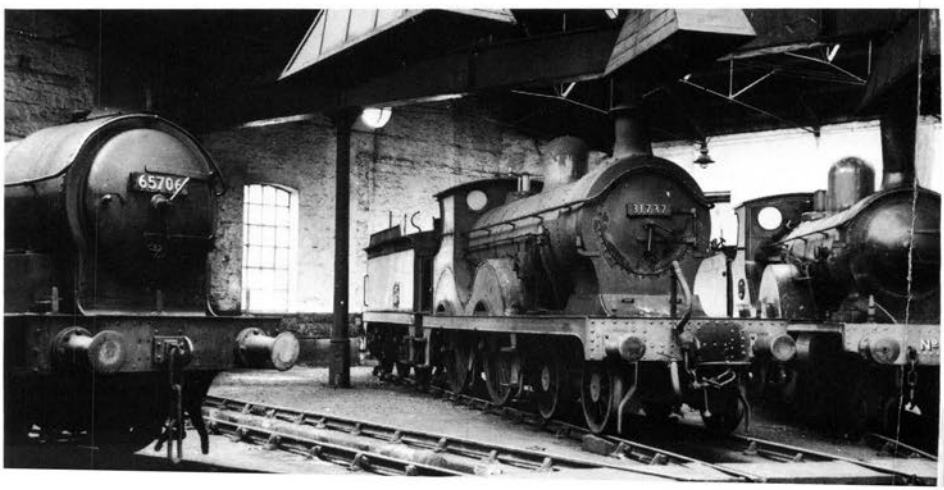
Class 3MT 2-6-0
77002 77004

Total 8

As Tweedmouth's duties became fewer its allocation was gradually reduced until closure in June 1966 when the last two locos (Nos 77002/4) departed for Stourton 55B.



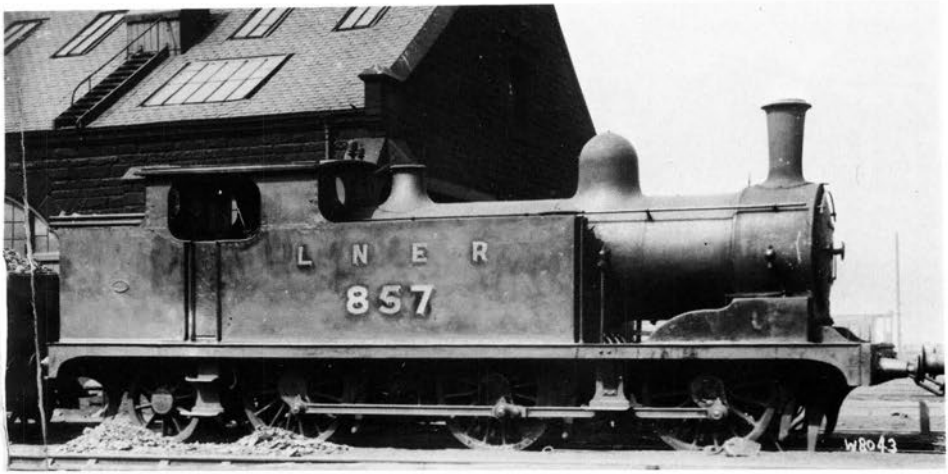
The interior of Tweedmouth's roundhouse in 1959 with stored Class D 4-4-0 No 31737 (withdrawn from SR stock 1956). The loco returned to its home territory for restoration soon after. Photomatic



Tweedmouth's straight lane shed from the west in the early 1960s. W. T. Stubbs

Class K3 2-6-0 No 1117 at Tweedmouth in 1933, a year in which the shed possessed nine of these engines. No 1117 was later renumbered 1904 and eventually became BR No 61904 upon nationalisation. LGRP courtesy David & Charles Ltd

Class N8 0-6-2T No 857 in front of the two lane repair shop at Tweedmouth in 1933. The loco did not survive into the BR period although some 30 of its sister engines did. Real Photos



52E PERCY MAIN

Pre-Grouping Origin: NER
Gazetteer Ref: 28 B5
Closed: 1965
Shed-Code: 52E (1949-1965)
Allocations: 1950

Class J27 0-6-0

65780	65795	65812	65822	65838
65784	65796	65813	65825	65839
65791	65802	65814	65826	65852
65792	65806	65815	65831	65858
65794	65809	65821	65837	

Total 24

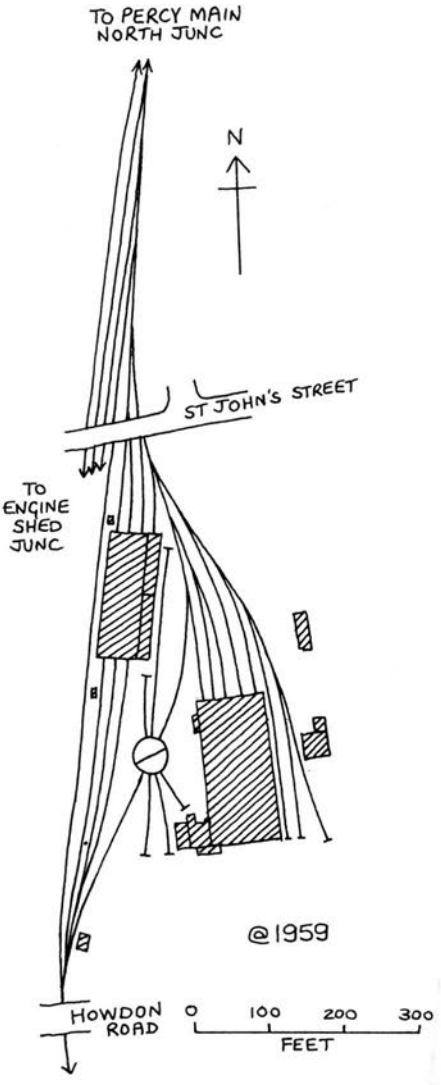
Allocations: 1959

Class J27 0-6-0

65780	65799	65813	65831	65858
65784	65802	65814	65837	
65791	65807	65821	65839	
65795	65809	65825	65842	
65796	65812	65826	65852	

Total 21

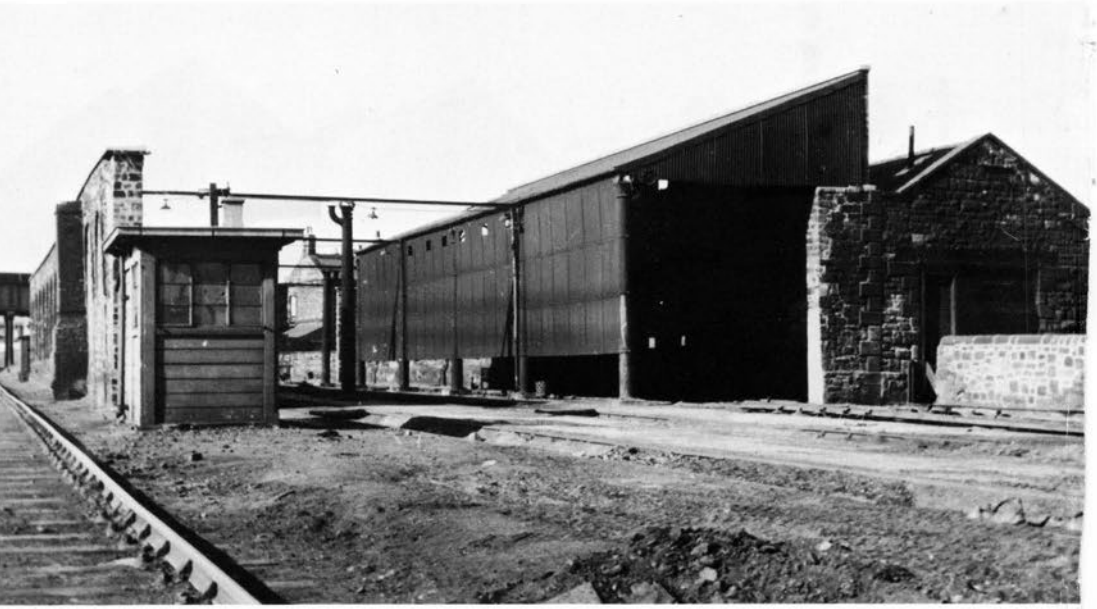
There were few sizeable sheds, if any, that had such a singular allocation as did Percy Main in the BR period. The situation was unchanged at closure in February 1965 when the 14 remaining 'J27s' were dispersed as follows: Nos 65790/95, 65805/09/12/13/14/21/25/42 to South Blyth 52F, Nos 65796 , 65802/58 to North Blyth 52F and No 65817 to Sunderland 52G.



An overall view of the depot at Percy Main in 1963 as seen from the St John's street bridge.
J. L. Stevenson

The northern end of the through lane shed at Percy Main in 1954 before complete dilapidation had set in. Photomatic

The dead-end shed at Percy Main in 1959 clearly showing the separate stages of construction. W. T. Stubbs



The south end of the through lane shed at Percy Main shortly after closure in 1965 with the crude re-roofing of one lane evident. W. T. Stubbs

Percy Main through lane shed from the north in 1963 with 11 'J27' 0-6-0s 'on shed'. Those facing are (left to right) Nos 65795, 65813 and 65802 (all 52E). V. M. Rayne

52F NORTH & SOUTH BLYTH

Data relating to South Blyth is denoted by an asterisk (*)
Pre-Grouping Origins: NER
Gazetteer Ref: Both 28 A5
Closed: September 1967/May 1967*
Shed-Codes: Both 52F (1949-1967)
Allocations: 1950

Class J21 0-6-0
65035 65080*

Class J27 0-6-0

65781*	65799	65811	65834*	65877
65783	65801	65819	65851	65879
65786	65804	65824*	65867	65880
65789	65808*	65828	65870	65892
65797	65810*	65829*	65876	

Class G5 0-4-4T

67244*	67261*	67296	67334*	67347*
67246*	67295*	67326*	67341*	

Class J77 0-6-0T

68397	68405	68424*	68427	68431*
68398	68417	68426	68428*	

*Totals 26 18**

Allocations: 1959

Class J25 0-6-0
65687* 65706* 65727*

Class J27 0-6-0

65781*	65797	65810*	65828	65863
65783	65800*	65811	65834*	65867
65786	65801	65815*	65838*	65875
65789	65804	65819	65851	65879
65792	65806	65822*	65857	65880
65794	65808*	65824*	65862*	65889

Class J77 0-6-0T
68408*

*Totals 20 14**

Allocations: 1965

Class 4MT 2-6-0
43140

Class K1 2-6-0
62002* 62022 62024

Class Q6 0-8-0

63354	63362	63386	63429	
63359	63381	63413	63459	

Class J27 0-6-0

65789	65804	65819*	65855*	65880
65790*	65805*	65821*	65858*	65882*
65792	65809*	65825*	65860*	65892
65794	65811	65834	65861*	65893*
65795*	65812*	65838*	65862*	
65796	65813*	65841*	65869	
65801	65814*	65842*	65874*	
65802	65815	65851	65879	

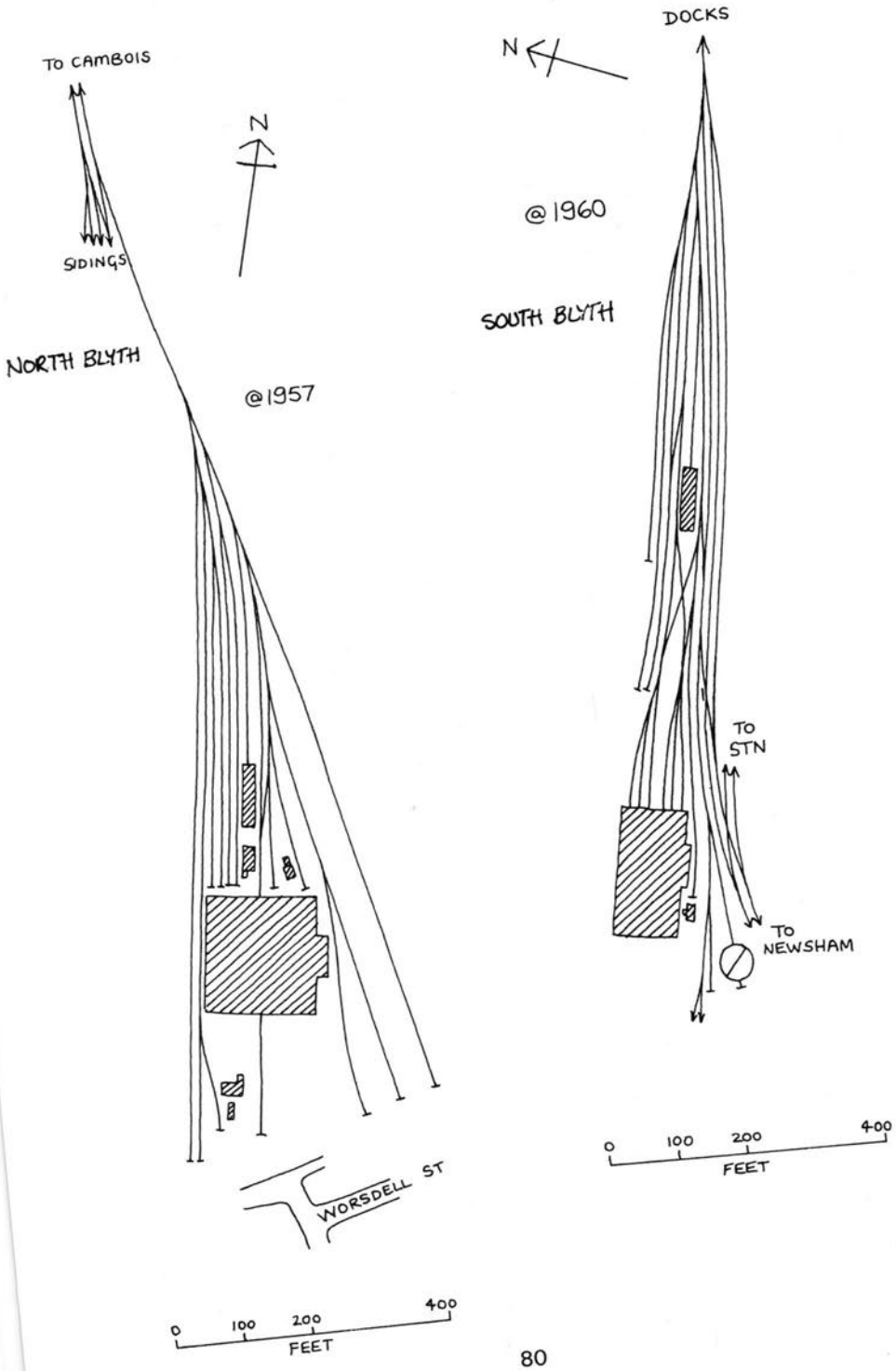
*Totals 27 21**

As there was coal traffic on both sides of the river Blyth it was necessary to have engine sheds on the North and South banks to avoid lengthy workings to and fro' via Bedlington. Although North Blyth was marginally senior by virtue of numbers of engines allocated, both depots were coded 52F despite complete independence of each other. Contrary to what one may think, there were very few locomotive transfers between the sheds during the entire BR period.

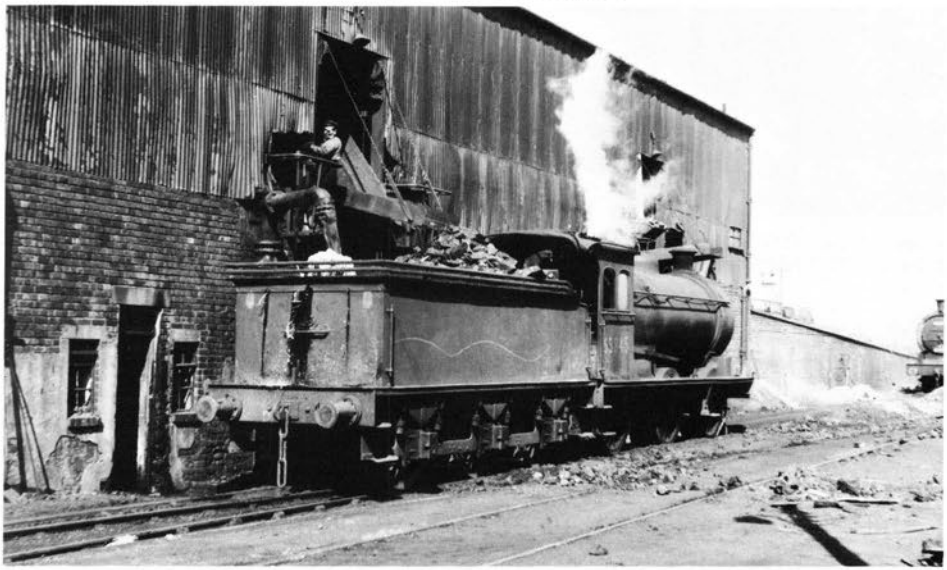
The respective loco complements at each depot fluctuated with the area's coal output. Scrutiny of 1959 list would therefore suggest that mineral traffic was below peak at this time.

South shed was the first to close in May 1967 and its remaining J27s transferred to Sunderland 52G. North survived until 9 September 1967 — eight days before the end of steam traction in the area. The last five engines (Nos 43000/50/63/70 and 43137) all went for scrap.

The approach to North Blyth shed from the north on a murky day in 1949.
LGRP courtesy David & Charles Ltd


TO CAMBOIS
N
SIDINGS
NORTH BLYTH
@1957
WORSDELL ST
0 100 200 400
FEET
DOCKS
N
@1960
SOUTH BLYTH
TO STN
TO NEWSHAM
0 100 200 400
FEET

North Blyth yard in 1963 with 'Q6' 0-8-0 No 63402 (52F) in charge of coaling ramp duties. J. L. Stevenson



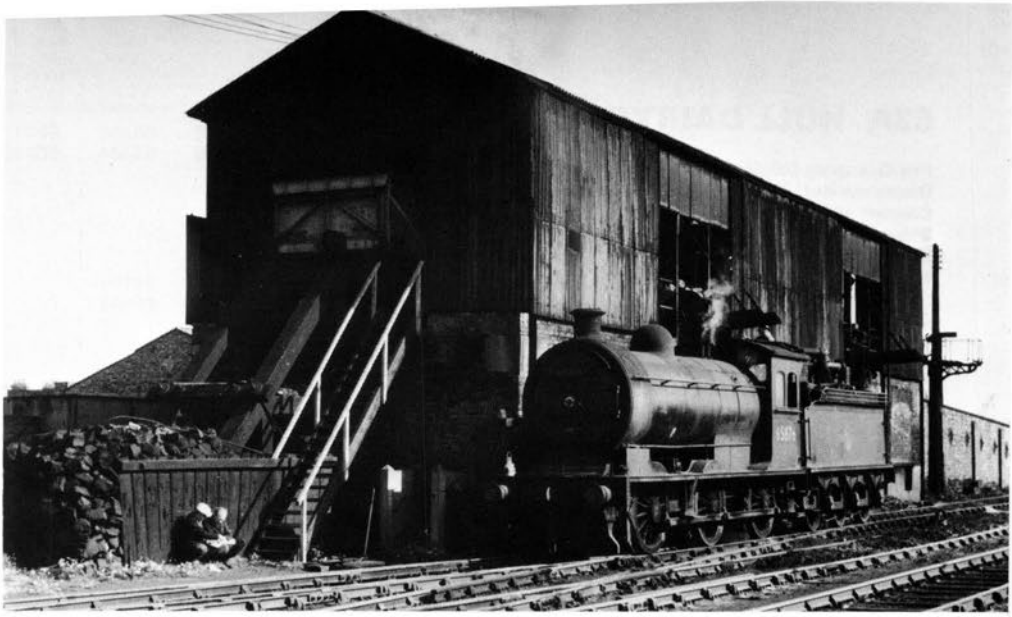
Class J27 0-6-0 No 65845 (52F) being replenished at North Blyth's coal stage in 1963. V. M. Rayne

The interior of North Blyth shed in 1965 with the last two Class J72 0-6-0Ts in service, Departmental Nos 58 (left of centre) and 59 (right of centre). The locos' numbers in normal service had been 69005 and 69023 respectively. P. G. Jump

A brace of Class J27 0-6-0s peer out from the shed at South Blyth in 1965. N. Skinner

An overall view of South Blyth in 1963. H. C. Casserley

An early BR view of South Blyth in 1949. LGRP courtesy David & Charles Ltd



South Blyth coal stage from the west in 1963.
K. Fairey

The interior of South Blyth in 1966 with a monopoly of 'J27' 0-6-0s. Facing (left to right) are Nos 65825, 65814 and 65859 (all 52F). M. S. Welch

53A HULL DAIRYCOATES

Pre-Grouping Origin: NER
Gazetteer Ref: 22 A2
Closed: 1967
Shed-Codes: 53A (1949-1960)
50B (1960-1967)
Allocations: 1950 (53A)

Class 4MT 2-6-0
43053

Class B1 4-6-0
61060 61068 61074 61080

Class K3 2-6-0
61813 61874 61903 61932 61965
61814 61883 61920 61934
61819 61892 61922 61935
61871 61899 61923 61941
61872 61902 61927 61945

Classes O1 and O4 2-8-0*
63603 63732 63764 63823 63857
63628 63740* 63769 63828 63874*
63664 63753 63770 63835 63881
63673 63754 63772 63845
63676* 63755* 63812 63855
63712* 63760* 63816 63856

Class J39 0-6-0
64864 64897 64927 64939
64867 64914 64928 64941
64870 64926 64931

Class J25 0-6-0
65647 65654 65690 65699 65713
65651 65663 65698 65712

Class F4 2-4-2T
67171 67175

Class Y1 0-4-0T
68137 68139 68140

Looking north-east to the straight shed at Dairycoates in 1960 with three Class K3 2-6-0s facing the camera. The locos on the extreme left stand on the site of one of the roundhouses whose buildings had been demolished by this time. K. Fairey

Class J71 0-6-0T
68232 68252 68288 68298 68311
68242 68277 68296 68304 68316

Class J72 0-6-0T
68748 69010 69011

Class N10 0-6-2T
69093 69098 69104 69107
69094 69099 69105 69108
69096 69102 69106

Class N8 0-6-2T
69377 69382 69389 69398
69379 69385 69392 69401
69381 69386 69393

Class A7 4-6-2T
69770 69773 69778 69782 69786
69771 69775 69779 69783 69788
69772 69777 69780 69784

Class T1 4-8-0T
69912 69914 69915 69920 69922

Class WD 2-8-0
90006 90021 90382 90483 90695
90008 90022 90409 90567
90009 90057 90450 90663

Total 145

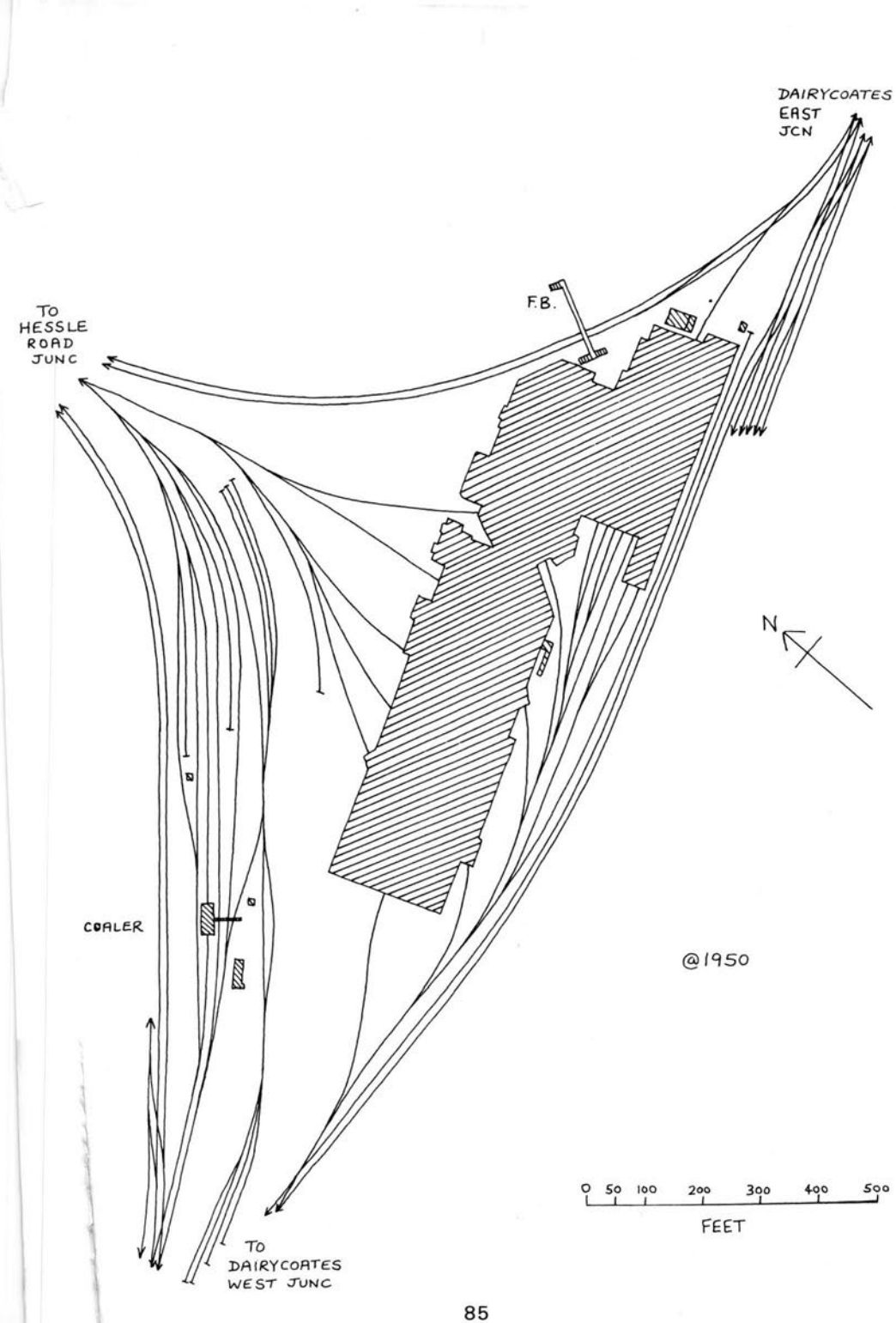
Allocations: 1959 (53A)

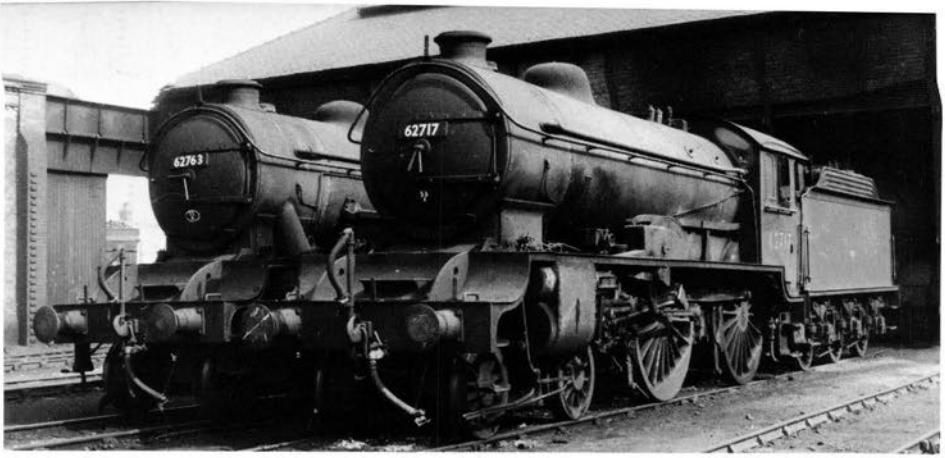
Class 4 2-6-0
43053 43076 43078 43099 43122
43069 43077 43079 43103 43131

Class B1 4-6-0
61065 61256

Class K3 2-6-0
61813 61857 61892 61903 61935
61814 61871 61893 61904 61941
61819 61872 61897 61920 61945
61846 61874 61899 61922 61965
61847 61883 61902 61932

Class J39 0-6-0
64709 64910 64940 64971
64819 64914 64947


DAIRYCOATES
EAST
JCN
TO
HESSLE
ROAD
JUNC
F.B.
N
COALER
@1950
0 50 100 200 300 400 500
FEET
TO
DAIRYCOATES
WEST JUNC



Two Class D49 4-4-0s Nos 62763 The Fitzwilliam *(53A) (left) and 62717* Banffshire *(53B) outside the straight shed at Hull Dairycoates in 1959.*
N. E. Preedy

Class J25 0-6-0 No 65693 (left) and '3F' 0-6-0T No 47580 (both 50B) side by side at one of Dairycoates' denuded roundhouses in 1960.
K. Fairey

Class J25 0-6-0
65691 65693

Class J94 0-6-0ST
68011 68042

Class J71 0-6-0T
68230 68264

Class J73 0-6-0T
68360 68361

Class J77 0-6-0T
68409 68425

Class J72 0-6-0T
68670 68741 68752 69008
68672 68751 68753

Class 3 2-6-0
77000 77010

Class WD 2-8-0

90006	90072	90352	90511	90677
90008	90078	90378	90571	90688
90009	90099	90427	90586	90695
90011	90160	90450	90609	90704
90022	90217	90458	90623	
90030	90233	90482	90627	
90057	90272	90503	90670	

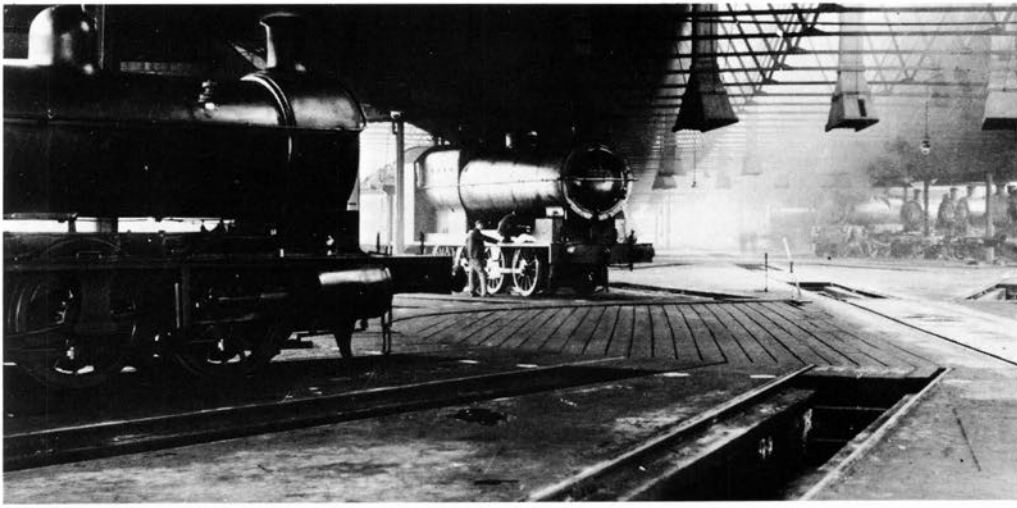
Total 94

Allocations: 1965 (50B)

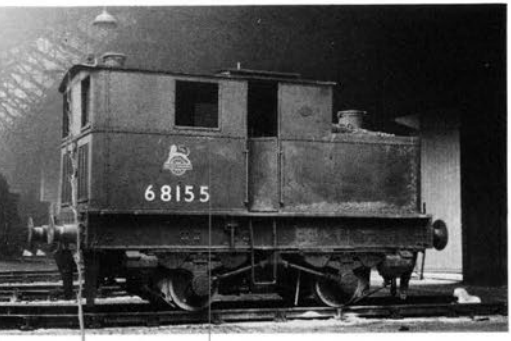
Class 4MT 2-6-0
43069 43076 43077 43078 43079

An interior view of Dairycoates in 1952 portraying three different tank classes. On the connecting road is 'T1' 4-8-0T No 69922 whilst the two central locos are 69099 and 69093 of class N10 0-6-2T. The right-hand engine is 'N8' 0-6-2T No 69386.
H. C. Casserley

An early LNER illustration of Dairycoates interior with the end of the shed not even visible!
Crown Copyright, National Railway Museum



Sentinel Class Y3 0-4-0T No 68155 (53D) inside Dairycoates in 1954. B. Morrison



Class B1 4-6-0
61010 *Wildebeeste*
61012 *Puku*
61032 *Stembok*
61255 61289 61306

Class WD 2-8-0

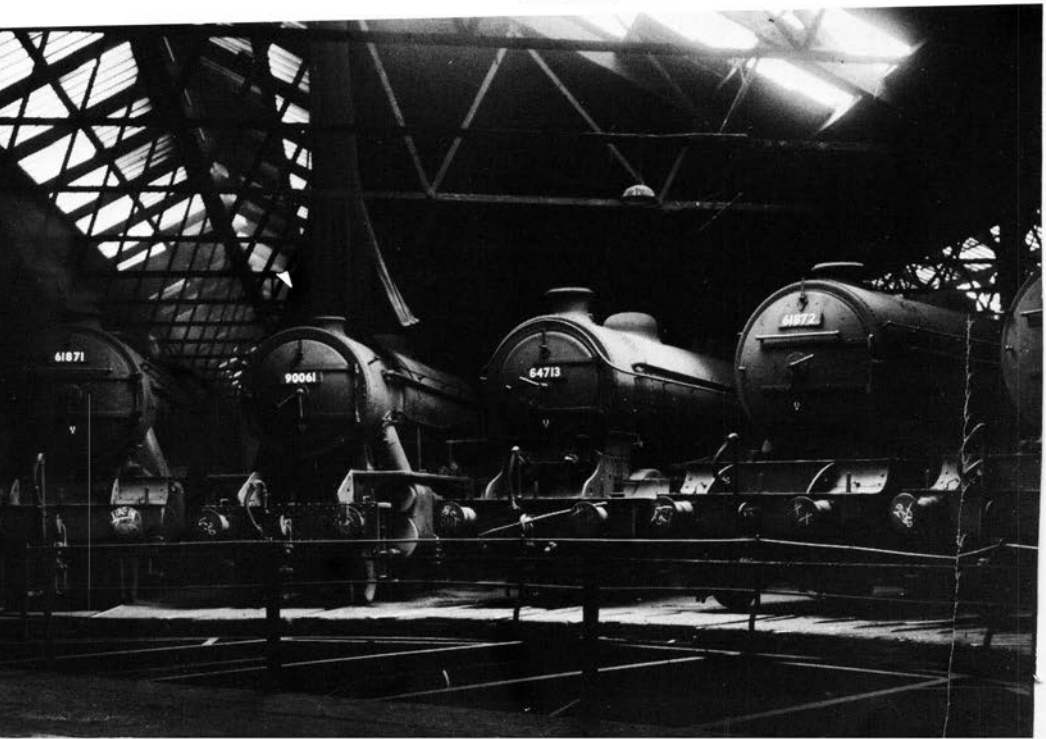
90008	90092	90352	90462	90677
90009	90213	90378	90478	90688
90030	90262	90450	90586	90695
90044	90265	90452	90627	90704
90057	90272	90458	90670	

Total 35

Dairycoates was the largest shed on the NE Region and boasted a massive roundhouse with six turntables. It was recoded 50B in January 1960 and the last few steam locos departed upon closure in June 1967.

Looking north-east to the coaling plant at Dairycoates in 1962. I. S. Carr

A group of engines around the turntable inside Dairycoates in 1952. Note the chalked instructions to shed staff on the buffers of the locos — this was a particular feature of the depot's operation.
E. D. Bruton



53B HULL BOTANIC GARDENS

Pre-Grouping Origin: NER
Gazetteer Ref: 22 A1
Closed: 1959
Shed-Code: 53B (1949-1959)
Allocations: 1950

Class B1 4-6-0
61010 *Wildebeeste*
61215 *William Henton Carver*
61304 61305 61306

Class D20 4-4-0
62345 62383 62396

Class D49
62700 *Yorkshire*
62703 *Hertfordshire*
62710 *Lincolnshire*
62720 *Cambridgeshire*
62722 *Huntingdonshire*
62723 *Nottinghamshire*
62734 *Bedfordshire*
62737 *The York and Ainsty*
62741 *The Blankney*
62743 *The Cleveland*
62754 *The Berkeley*
62757 *The Burton*
62767 *The Grove*

Class G5 0-4-4T
67254 67280 67301 67321
67256 67282 67311 67340

Class C12 4-4-2T
67354 67391 67393 67395
67371 67392 67394 67397

Class Y1 0-4-0T
68151

Class J77 0-6-0T
68401

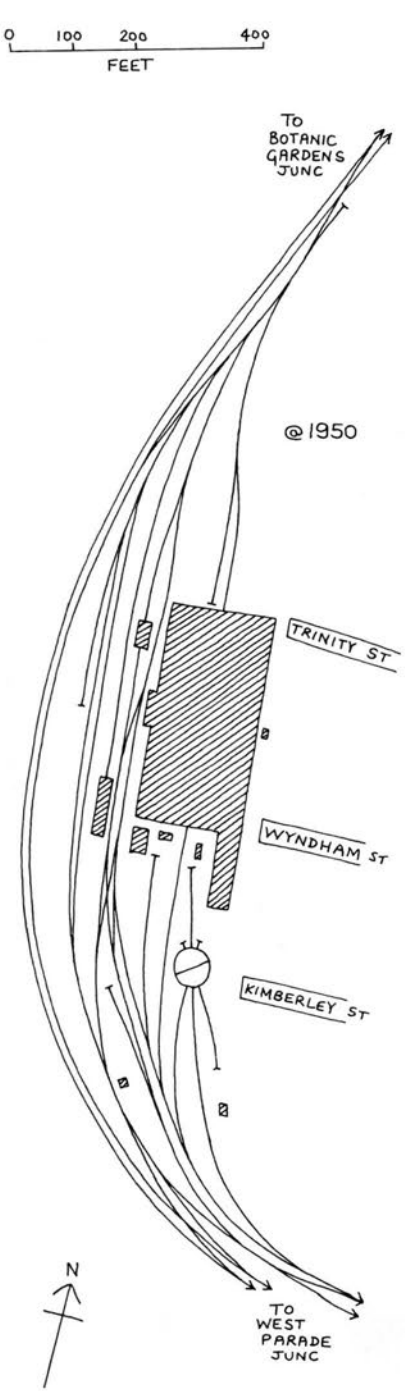
Class A6 4-6-2T
69796 69798

Class A8 4-6-2T
69854 69859 69873 69878 69894
69855 69866 69876 69880

Total 50

Allocations: 1959

Class B1 4-6-0
61010 *Wildebeeste*
61068
61080
61215 *William Henton Carver*
61289 61304 61305 61306



Class D49 4-4-0
62701 *Derbyshire*
62707 *Lancashire*
62710 *Lincolnshire*
62717 *Banffshire*
62720 *Cambridgeshire*
62722 *Huntingdonshire*
62723 *Nottinghamshire*
62760 *The Cotswold*

Classes V1 & V3 2-6-2T*

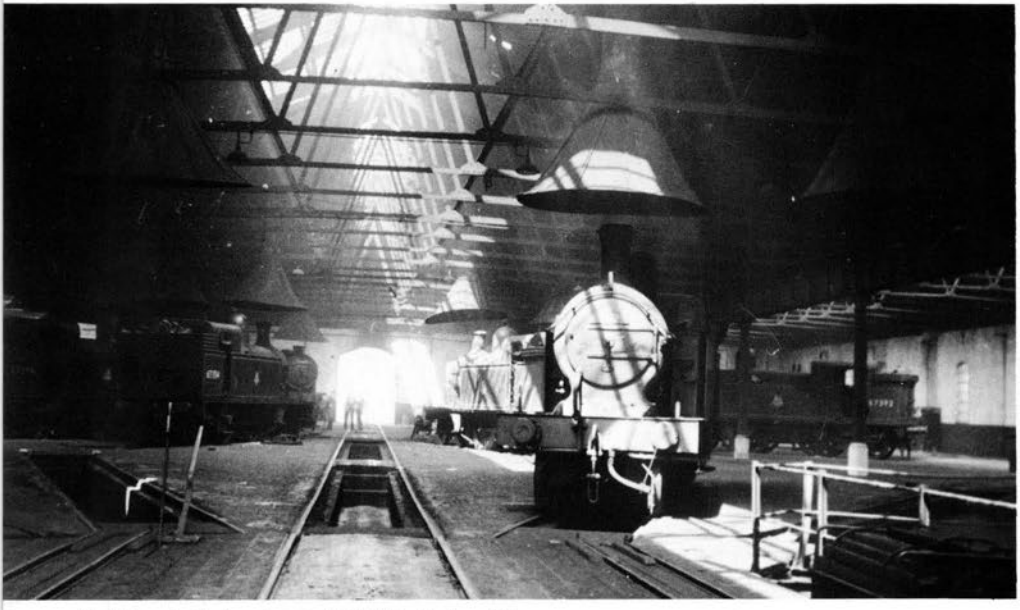
67635*	67640*	67677	67684
67638	67663	67682	67686

Class J73 0-6-0T
68363

Class 3 2-6-0
77001

Total 26

Hull Botanic Gardens shed was closed to steam in June 1959 despite a major rebuild two years previously. Scarborough 50E received a couple of locos but the majority of the displaced stock went to neighbouring Dairycoates 53A.

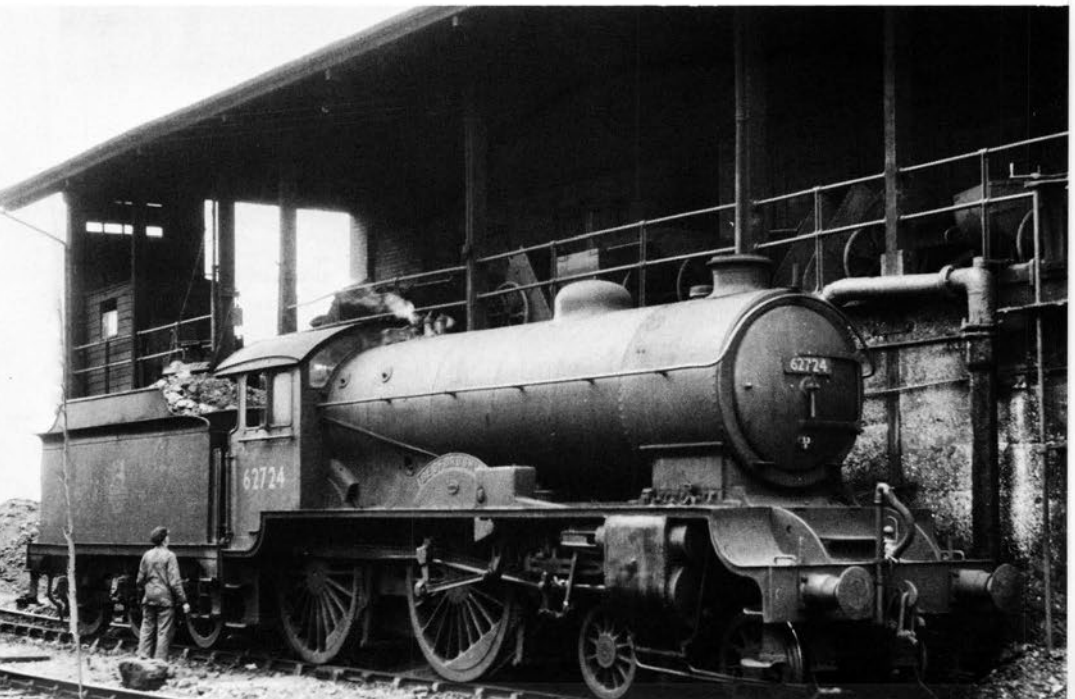


Hull Botanic Gardens interior in 1952 with five of its eight Class C12 4-4-2Ts visible and No 67395 nearest. H. C. Casserley

By the mid-1950s Botanic Gardens had become semi derelict as this view shows. Left to right are Nos 67755 (53B), 69881 (50E) and 67337 (53B). B. Hilton collection

Class X2 2-2-4T No 957 inside Botanic Gardens in 1931. This loco was withdrawn from service in 1937. H. C. Casserley

Class D49 4-4-0 No 62724 Bedfordshire *(53B) alongside the coaler at Botanic Gardens in 1954.* B. Morrison



53C HULL SPRINGHEAD

Pre-Grouping Origin: H&BR
Gazetteer Ref: 22 A2
Closed: 1958
Shed-Code: 53C (1949-1958)
Allocations: 1950

Class J25 0-6-0

65667	65705	65728

Class J73 0-6-0T

68360	68361	68363

Class J77 0-6-0T

68402	68413	68429	68435	68440

Class J72 0-6-0T

68670	68686	68746	68752	69002
68673	68724	68747	68753	69003
68676	68743	68751	69001	69009

Class N13 0-6-2T

69111	69112	69113	69116	69119

Class A7 4-6-2T

69774	69776	69785	69789

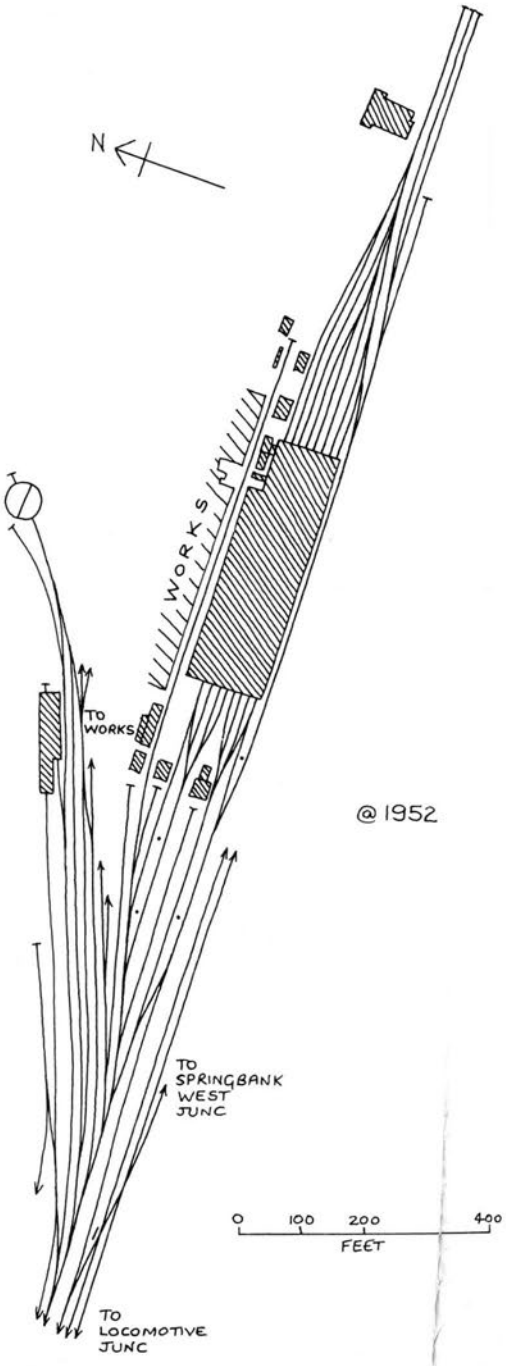
Class WD 2-8-0

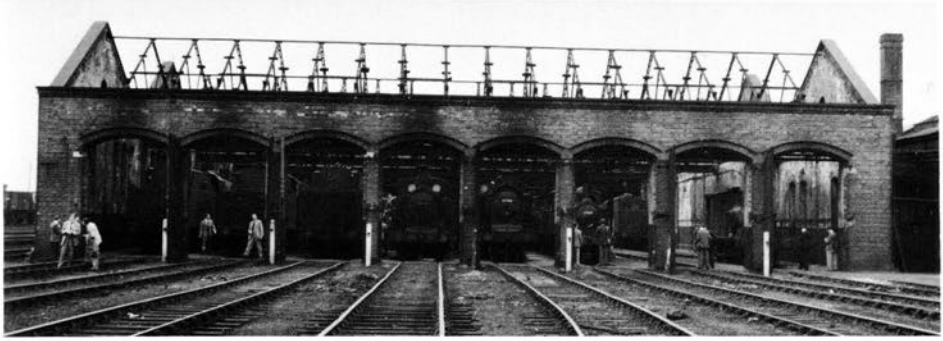
90007	90052	90217	90470	90586
90010	90094	90233	90478	90661
90011	90116	90378	90497	90677
90047	90160	90429	90571	90688

Total 55

This ex-Hull & Barnsley Railway depot was officially closed in December 1958 but the entire allocation (Nos 68360/61, 77000/10, 90011/233/352/78/427/82/503/11/86/623/77/88) moved to Hull Dairycoates 53A at the end of the preceding month.

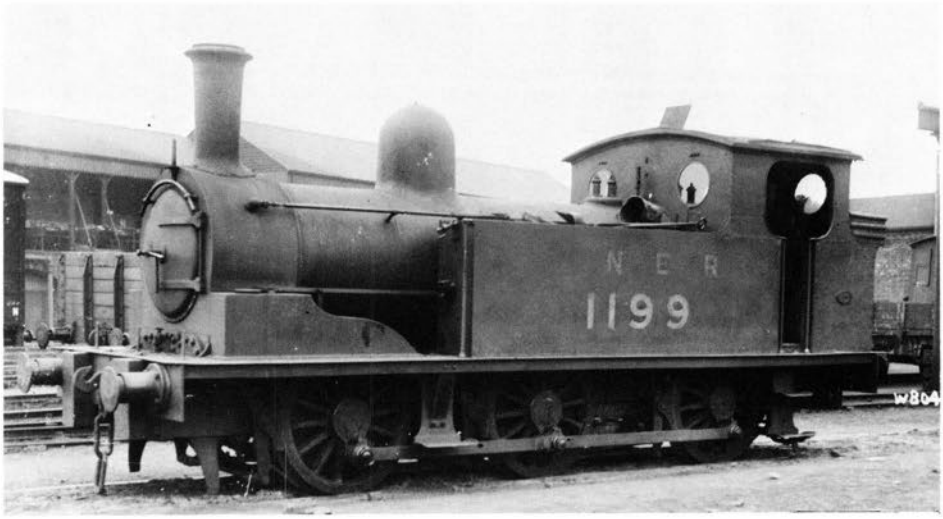
The shed was occasionally used as a loco storage venue for a couple of years after this date.



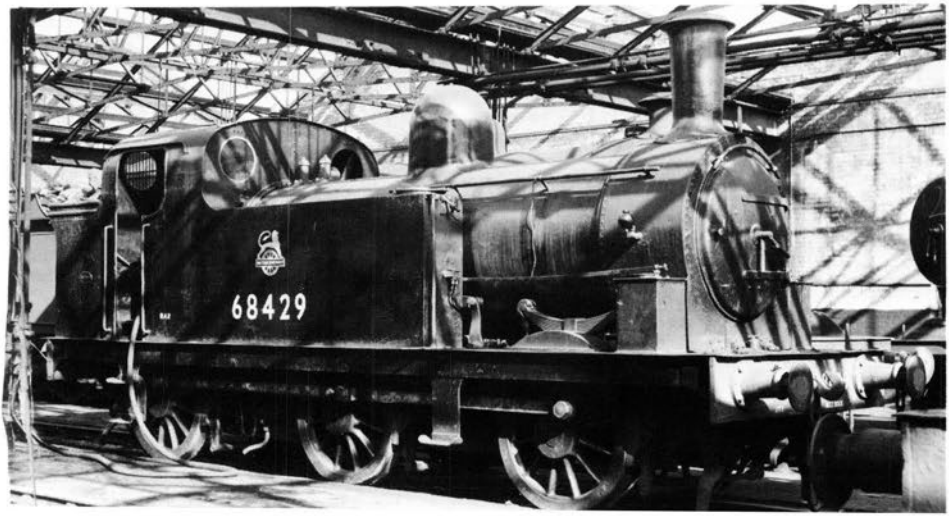


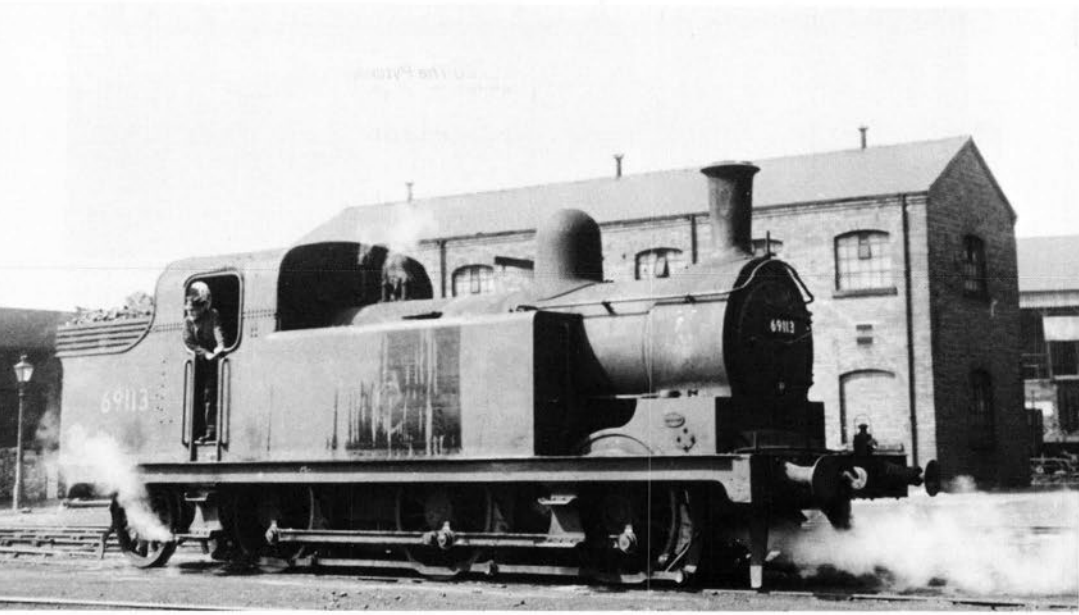
Hull Springhead from the east in 1952. The locos in the centre are (left to right) Classes N13 0-6-2T No 69113, A7 4-6-2T No 69780 and J72 0-6-0T No 69001 (all 53C). N. E. Preedy

Class J71 0-6-0T No 1199 (eventual BR No 68296) at the western end of Springhead shed in 1933 with the coaler visible in the left background.
Real Photos



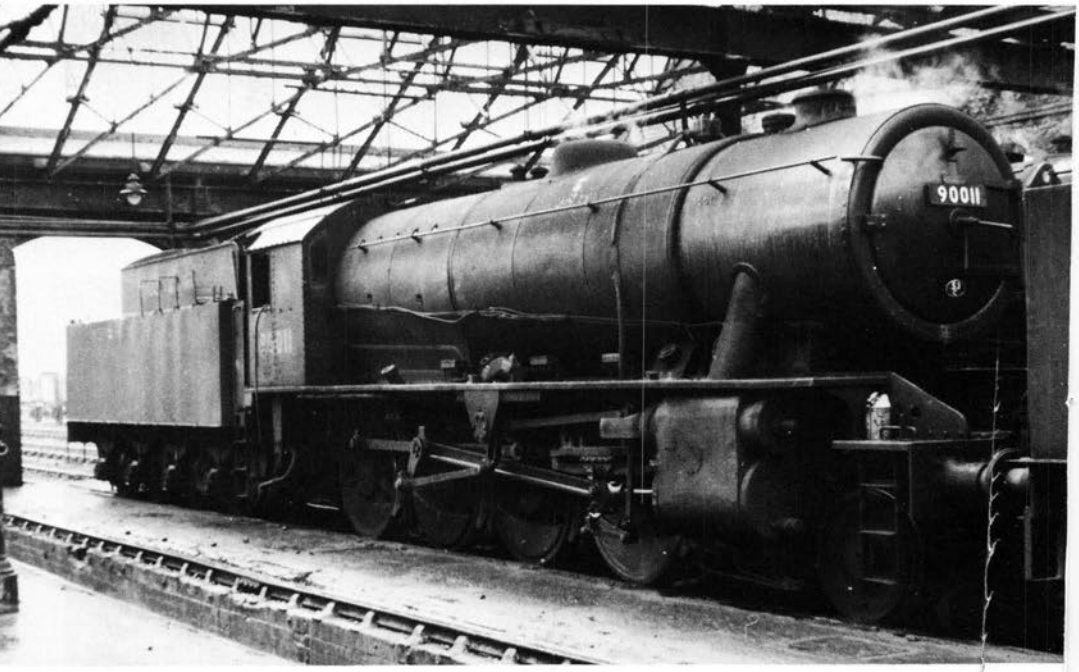
Class J77 0-6-0T No 68429 (53C) inside Springhead in 1950. As will be seen the 'roof' was little more than an unglazed greenhouse by BR days. Real Photos





Ex-Hull & Barnsley Railway Class N13 0-6-2T No 69113 (53C) at Springhead in 1952. H. C. Casserley

The WD 2-8-0s were the mainstay of Springhead's freight workings during the BR period. Here we see No 90011 (53C) inside the shed in 1956, two years before closure. A. G. Ellis



53D BRIDLINGTON

Pre-Grouping Origin: NER
Gazetteer Ref: 22 B3
Closed: 1958
Shed-Code: 53D (1949-1958)
Allocations: 1950

Class D20 4-4-0
62353 62355 62365 62375

Class D49 4-4-0
62701 *Derbyshire*
62707 *Lancashire*
62750 *The Pytchley*
62766 *The Grafton*

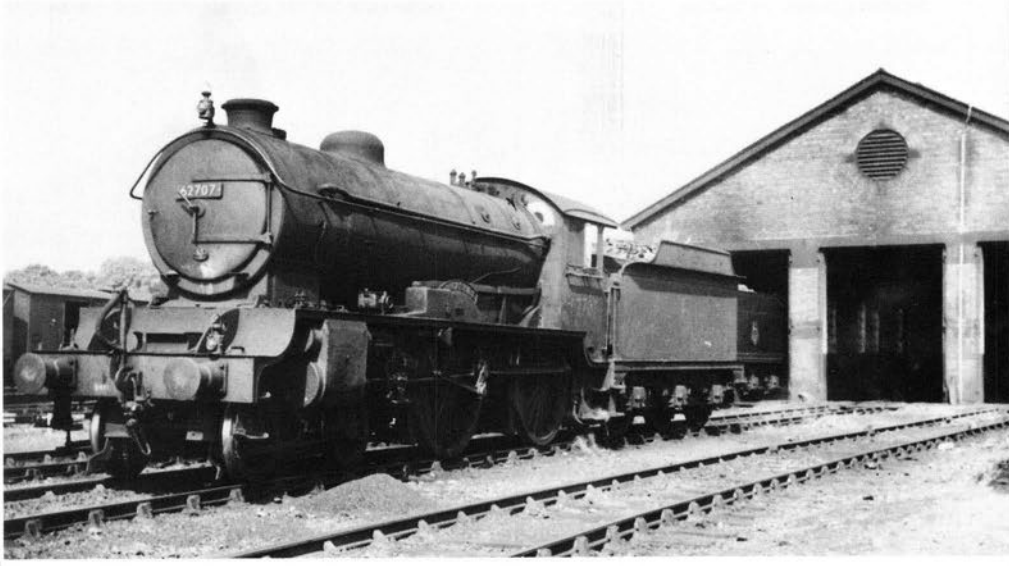
Class Y1 0-4-0T
68148

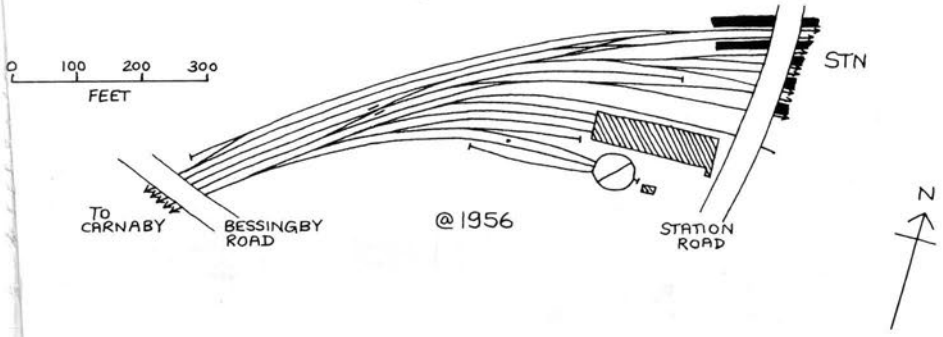
Class Y3 0-4-0T
68155

Total 10

Bridlington lost its allocation in June 1958 when the last two locos (Class G5 0-4-4Ts Nos 67280/341) departed for Hull Dairycoates 53A. The shed was officially closed in the following December but continued to turn about excursion visitors for some years afterwards.

Bridlington shed in 1955 with one of its Class D49 4-4-0s, No 62707 Lancashire *occupying the centre road.* K. Fairey

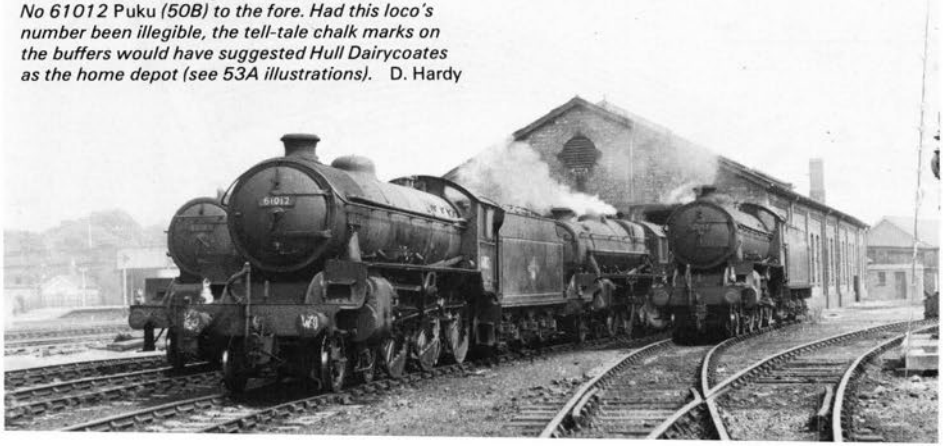




To say that Bridlington handled excursion locos after closure would appear to be something of an understatement in this 1959 portrait. Facing (left to right) are Classes 5 4-6-0 No 44932 (26B), K3 2-6-0 No 61841 (2F), B1 4-6-0 Nos 61111 (41A) and 61036 Ralph Assheton *(36A) and V2 2-6-2 No 60855 (50A).* N. Skinner

Class K3 2-6-0 No 61889 (40B) rests at Bridlington shed in 1962 after hauling the 'Doncaster pentecostal Sunday Schools' excursion. N. Skinner

A 1964 view of Bridlington with Class B1 4-6-0 No 61012 Puku *(50B) to the fore. Had this loco's number been illegible, the tell-tale chalk marks on the buffers would have suggested Hull Dairycoates as the home depot (see 53A illustrations).* D. Hardy



53E CUDWORTH

Pre-Grouping Origin: H&BR
Gazetteer Ref: 42 D2
Closed: 1951
Shed-Code: 53E (1949-1951)
Allocations: 1950

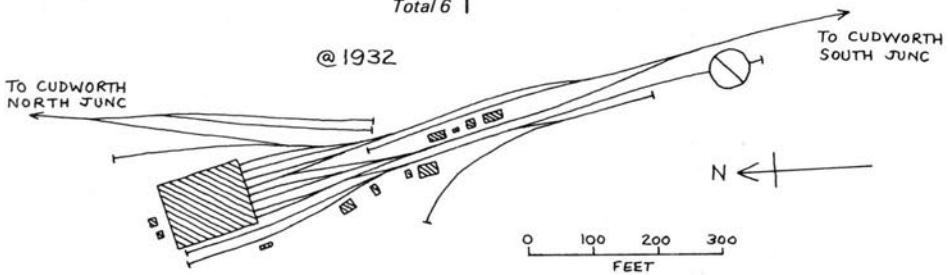
Class O4 2-8-0
63620 63667 63751 63843 63849

Class J25 0-6-0
65714

Total 6

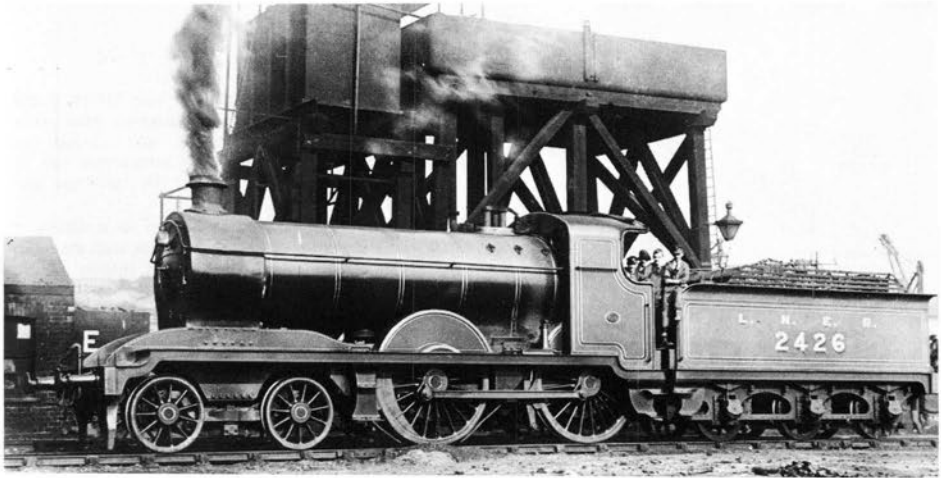
By BR days Cudworth shed was a shadow of its former self as much of the ex-Hull & Barnsley system was in decline. It will be noted that if each loco in the accompanying list had acquired a shed-road to itself, there would still have been two lanes vacant!

At closure in July 1951 the six redundant 'O4s' (Nos 63751/54/72/845/49/57) moved to LMR metals at Royston 20C. They were not in residence long and were exchanged for six of Colwick's (38A) WD 2-8-0s a month later. There can have been few locos which found themselves allocated to three different regions in such a short space of time.



Looking north to the ex-Hull & Barnsley Railway shed at Cudworth in 1925. Real Photos

Class D24 4-4-0 No 2426 and the water tower at Cudworth as viewed from the west in LNER days. None of this class of loco survived into the BR period. Real Photos



54A SUNDERLAND

Pre-Grouping Origin: NER
Gazetteer Ref: 28 C5
Closed: 1967
Shed-Codes: 54A (1949-1958)
52G (1958-1967)
Allocations: 1950 (54A)

Class J27 0-6-0

65785	65832	65840	65850	65872
65798	65833	65841	65854	65878
65817	65835	65843	65856	65884
65823	65836	65847	65871	

Class G5 0-4-4T

67243	67258	67270	67300	67348
67247	67260	67276	67307	
67251	67263	67283	67310	
67252	67264	67297	67328	
67257	67267	67298	67336	

Class J94 0-6-0ST

68016

Class J72 0-6-0T

68678	68698	68704	68718	69018

Class N9 0-6-2T

69413	69423	69425
69418	69424	69427

Class A8 4-6-2T

69850	69853	69857	69874	69887

Total 57

Allocations: 1959 (52G)

Class Q7 0-8-0

63464	63466	63467	63474

Class J25 0-6-0

65662	65666

Class J27 0-6-0

65798	65833	65841	65856	65878
65817	65835	65850	65871	65892
65832	65840	65854	65872	

Class V1 2-6-2T

67645	67673

Class J94 0-6-0ST

68016	68041	68044	68048	68058

Class J72 0-6-0T

68678	68704	69002

Class A8 4-6-2T

69850	69854	69858	69873	69878
69852	69855	69859	69874	69883
69853	69857	69870	69875	69889

Total 45

Allocations: 1965 (52G)

Class K1 2-6-0

62026	62030

Class Q6 0-8-0

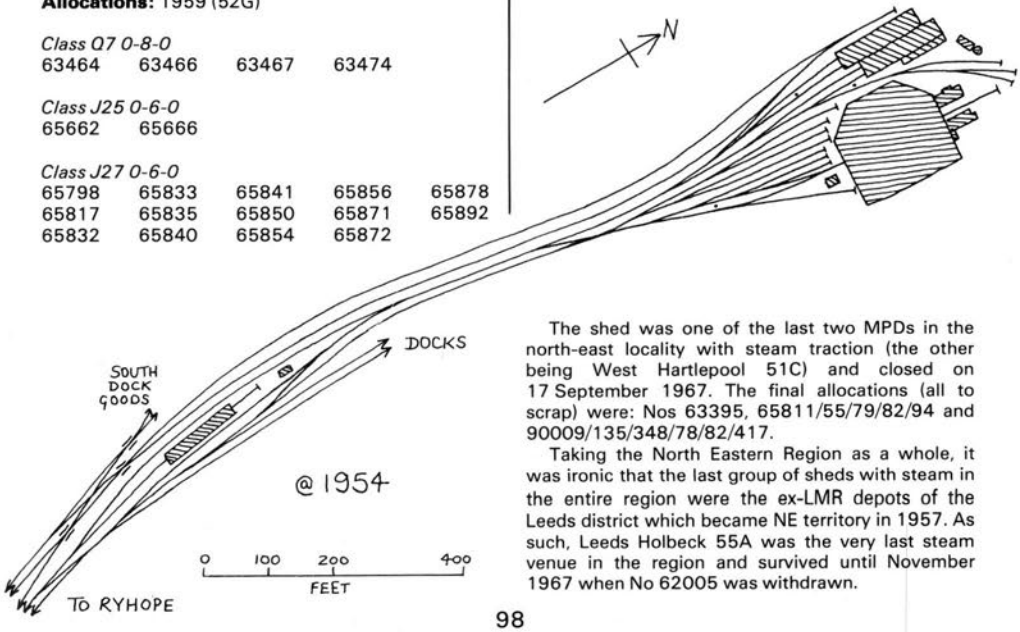
63346	63404	63406	63437	63445
63387	63405	63436	63444	63458

Class J27 0-6-0

65788	65832	65853	65873	
65817	65833	65865	65885	
65831	65835	65872		

Total 23

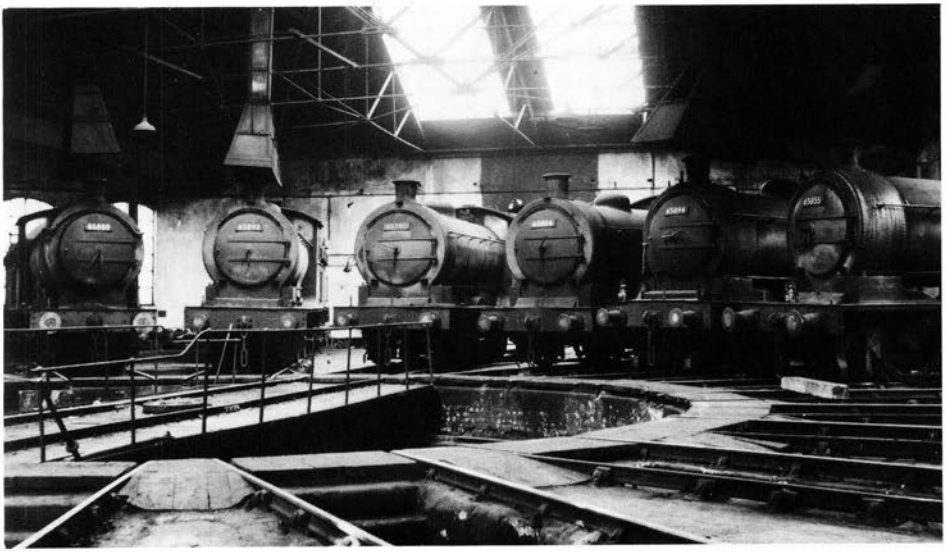
Sunderland shed was recoded 52G in September 1958 as the group 54 depots came under the jurisdiction of the Gateshead district.



The shed was one of the last two MPDs in the north-east locality with steam traction (the other being West Hartlepool 51C) and closed on 17 September 1967. The final allocations (all to scrap) were: Nos 63395, 65811/55/79/82/94 and 90009/135/348/78/82/417.

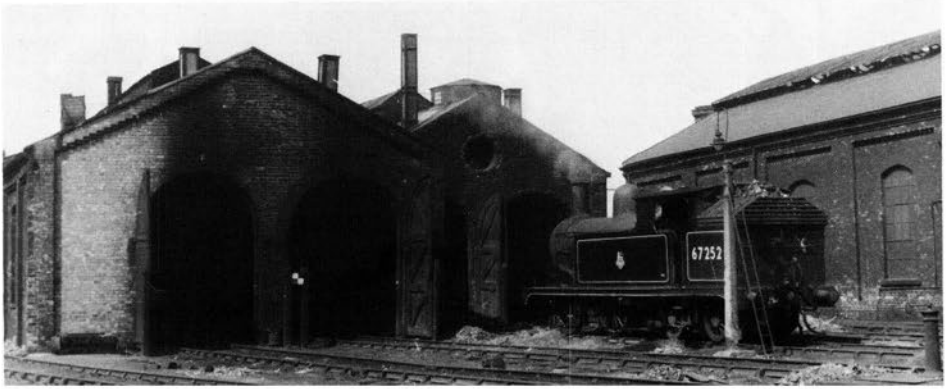
Taking the North Eastern Region as a whole, it was ironic that the last group of sheds with steam in the entire region were the ex-LMR depots of the Leeds district which became NE territory in 1957. As such, Leeds Holbeck 55A was the very last steam venue in the region and survived until November 1967 when No 62005 was withdrawn.

Five 'J27' 0-6-0s inside Sunderland's roundhouse in 1967, (left to right) Nos 65879, 65892, 65894, 65811 and 65855. J. L. Stevenson



Another collection of 'J27' 0-6-0s inside Sunderland in 1967, (left to right) Nos 65880, 65892, 65795, 65804, 65894 and 65855. N. E. Preedy

The two straight sheds at Sunderland in 1950 prior to the BR rebuild. One of the shed's large allocation of 'G5' 0-4-4Ts at the time, No 67252, stands outside. H. C. Casserley



An overall view of Sunderland MPD from the south in 1963. K. Fairey

The rebuilt straight sheds at Sunderland in 1959. P. J. Kelley

Class J39 0-6-0 No 64851 (withdrawn from service in December 1962) at Sunderland in 1963 awaiting its call to the scrapyard. I. S. Carr

54B TYNE DOCK

Pre-Grouping Origin: NER
Gazetteer Ref: 28 B5
Closed: 1967
Shed-Codes: 54B (1949-1958)
52H (1958-1967)
Allocations: 1950 (54B)

Class Q6 0-8-0
63352 63363 63379 63437

Class Q7 0-8-0
63460 63463 63466 63469 63472
63461 63464 63467 63470 63473
63462 63465 63468 63471 63474

Class J25 0-6-0
65666 65670 65694 65716

Class G5 0-4-4T
67288

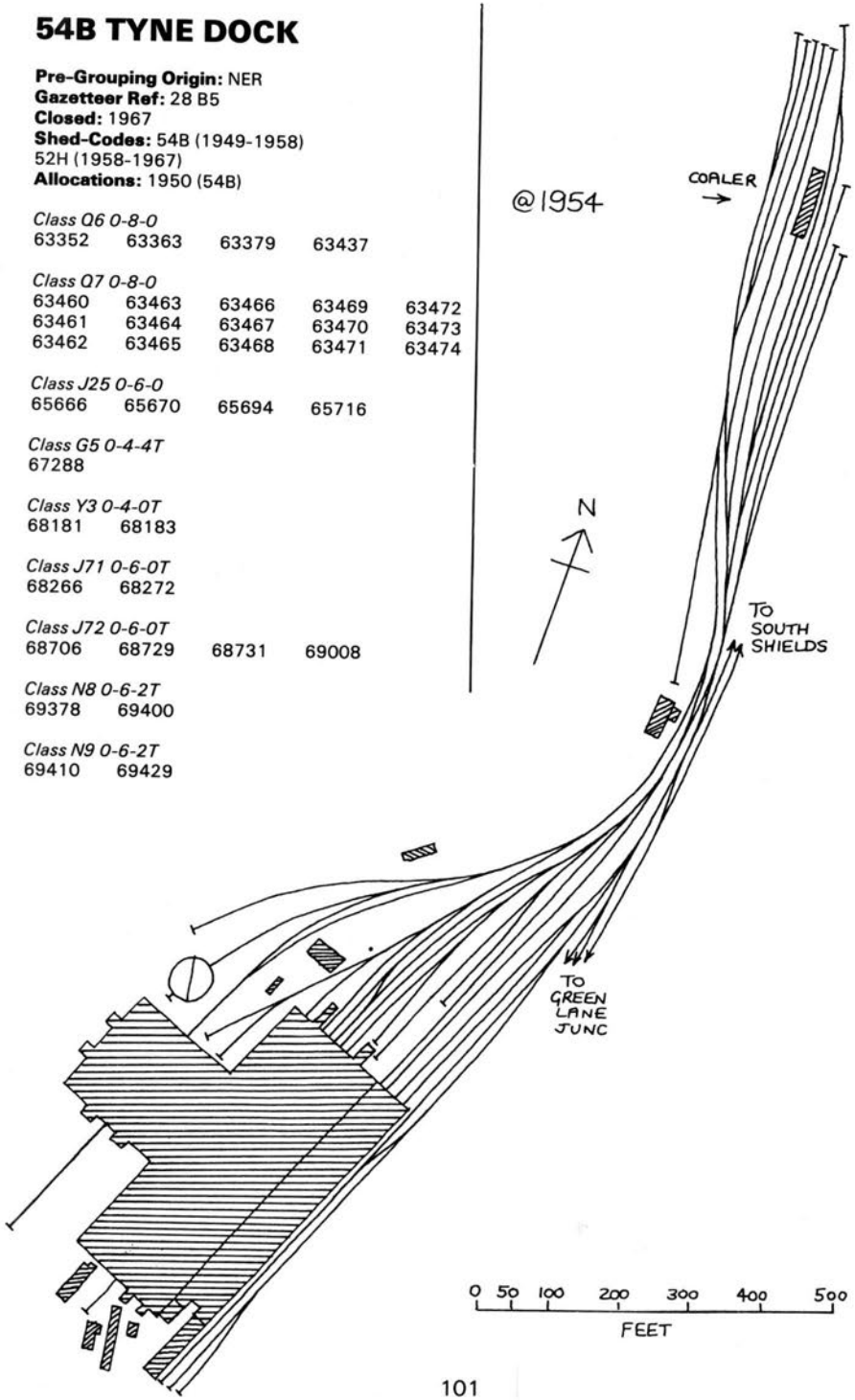
Class Y3 0-4-0T
68181 68183

Class J71 0-6-0T
68266 68272

Class J72 0-6-0T
68706 68729 68731 69008

Class N8 0-6-2T
69378 69400

Class N9 0-6-2T
69410 69429



Class WD 2-8-0

90026	90309	90445	90485
90210	90352	90458	90611
90272	90430	90482	90627

Total 48

Allocations: 1959 (52H)

Class Q6 0-8-0

63387	63425	63437

Class Q7 0-8-0

63460	63463	63469	63472
63461	63465	63470	63473
63462	63468	63471	

Class O1 2-8-0

63712	63755	63760	63856	63874

Class J21 0-6-0

65099

Class J25 0-6-0

65645	65670	65695	65713

Class J94 0-6-0ST

68029	68031	68059

Class J71 0-6-0T

68262	68265

Class J72 0-6-0T

68706	68743

Class N10 0-6-2T

69101	69105

Class T1 4-8-0T

69917

Class 9F 2-10-0

92060	92062	92064	92066	92098
92061	92063	92065	92097	92099

Total 44

Allocations: 1965 (52H)

Class B1 4-6-0

61199

Class Q6 0-8-0

63360	63371	63389	63411
63363	63377	63398	63431
63366	63384	63409	63453

Class WD 2-8-0

90434	90459

Class 9F 2-10-0

92060	92062	92064	92066	92098
92061	92063	92065	92097	92099

Total 25

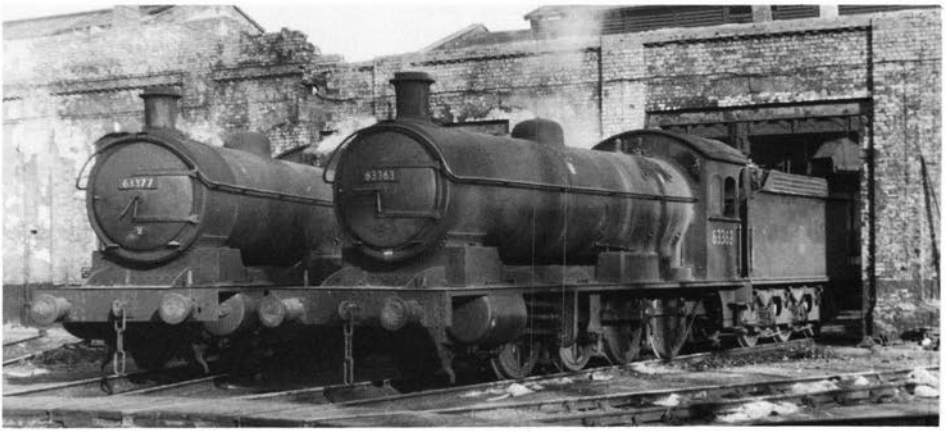
Tyne Dock was re-coded 52H in September 1958.

The shed closed on 9 September 1967 and its final allocation of Class K1 2-6-0's were dispersed as follows: No 62005 to Leeds Holbeck 55A and Nos 62007/11/45/50 to scrap. No 62005 had the distinction of being the sole surviving engine on the North Eastern Region and was withdrawn in November 1967 (see 54A notes). The loco is now preserved and can be seen on the North Yorkshire Moors Railway which connects Grosmont and Pickering.

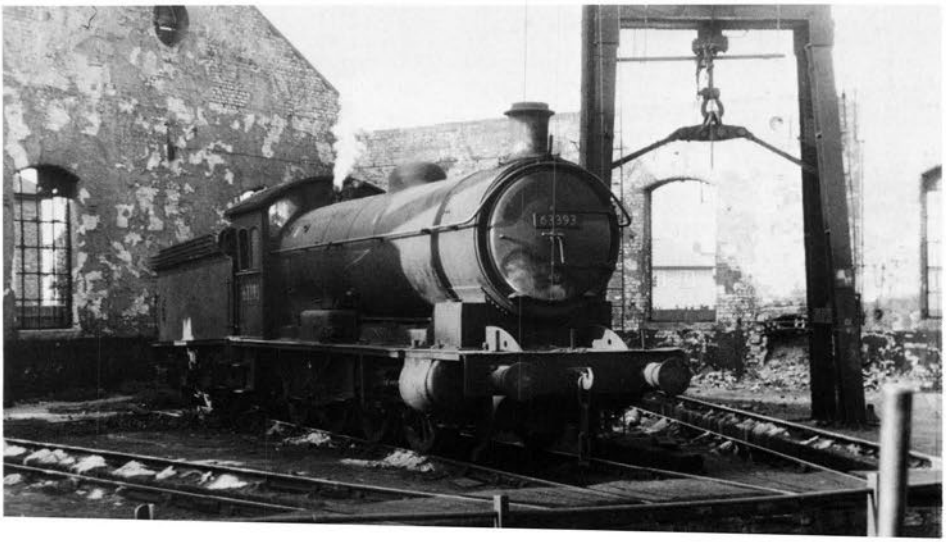
The entrance to the eastern-most portion of Tyne Dock shed in 1954. Photomatic

Class T1 4-8-0T No 69921 (52H) framed in the rear entrance to the westerly roundhouse at Tyne Dock in 1959. P. J. Kelley

A pair of Class Q6 0-8-0s Nos 63377 (left) and 63363 (both 52H) inside a roofless Tyne Dock in 1963. K. Fairey



Another view of the dilapidation at Tyne Dock by 1963 with 'Q6' 0-8-0 No 63393 (52H) within. K. Fairey



Class Q6 0-8-0 No 63359 (54B) looks north outside the westerly roundhouse at Tyne Dock in 1954. B. Morrison

The interior of Tyne Dock in 1954 depicting 'J25' 0-6-0 No 65694 (54B) shortly before its withdrawal. B. Morrison

54C BOROUGH GARDENS

Pre-Grouping Origin: NER
Gazetteer Ref: 28 A1
Closed: 1959
Shed-Codes: 54C (1949-1958)
52J (1958-1959)
Allocations: 1950 (54C)

Class B1 4-6-0
61319 61320 61321

Class Q5 0-8-0
63251 63259 63267 63284 63303
63257 63261 63271 63287 63326

Class Q6 0-8-0
63342 63358 63384 63402
63350 63366 63386 63434
63354 63377 63400 63458

Class J39 0-6-0
64846 64929 64936

Class J24 0-6-0
65611 65615

Class J25 0-6-0
65657 65676 65685
65661 65680 65686

Class J71 0-6-0T
68287 68289 68299

Class J72 0-6-0T
68705 68728 68736 69017
68708 68730 68737

Class N8 0-6-2T
69391

Total 47

Allocations: 1959 (52J)

Class K1 2-6-0
62060

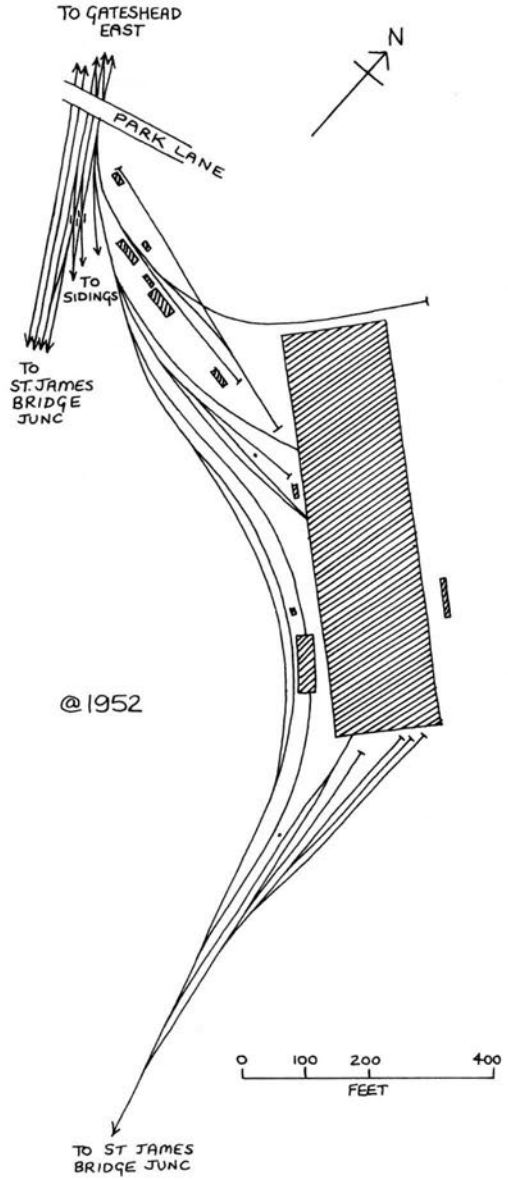
Class Q6 0-8-0
63342 63358 63386 63431 63458
63346 63366 63400 63434
63350 63377 63402 63444
63354 63384 63408 63456

Class J39 0-6-0
64700 64710 64851 64921
64707 64846 64854 64936

Class J25 0-6-0
65702 65712 65728

Class J27 0-6-0
65785 65823 65847 65873 65893

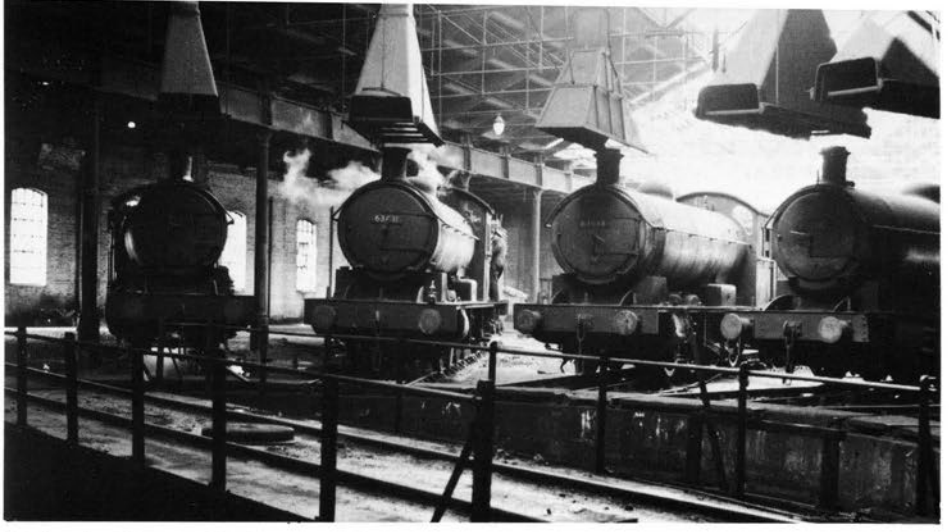
Class J71 0-6-0T
68278 68316



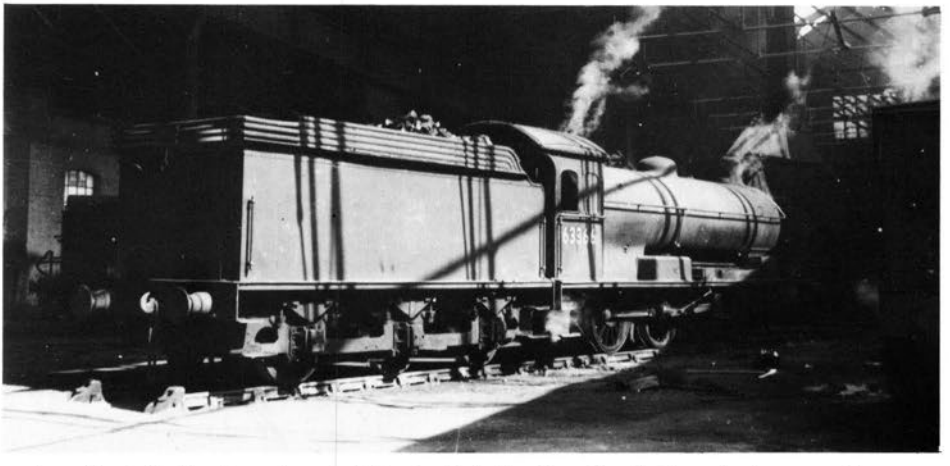
Class J72 0-6-0T
68694 68697 68728 68737
68695 68705 68730 69017

Total 44

The shed at Borough Gardens was a roundhouse accommodating four turntables in a line formation



The interior of Borough Gardens shed in 1957.
P. J. Kelley



and was situated half a mile south-east of Gateshead East station. It was sometimes referred to as 'Park Lane' because of its close proximity to the Junction of that name.

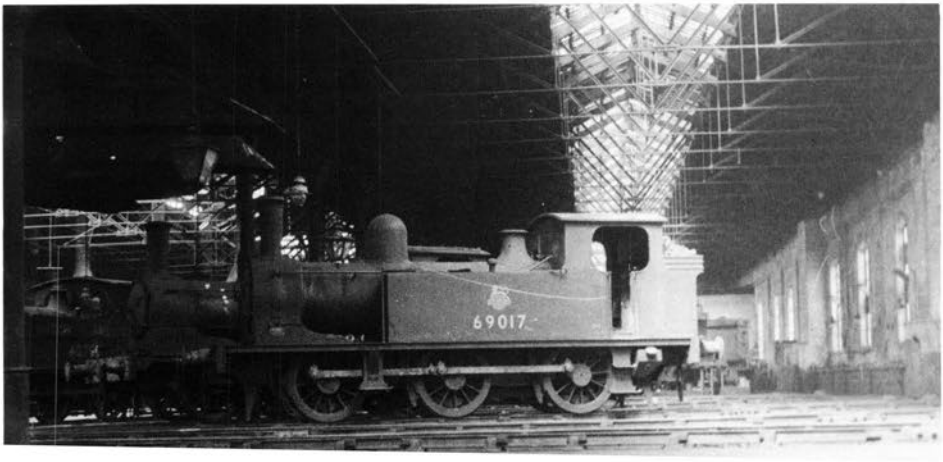
The shed was re-coded 52J in September 1958 and closed in June the following year. The engines were re-allocated as follows: 18 to Gateshead 52A, 12 to Blaydon 52C, three to Tyne Dock 52H, two each to West Hartlepool 51C, South Blyth 52F, Consett 52K and one each to York 50A, Thornaby 51L, North Blyth 52F and Sunderland 52G (total 43).

Apart from the shunting advantage, roundhouse depots afforded much more space between locos as will be seen here in this 1956 view of Borough Gardens interior. A. E. Ellis

Class Q6 0-8-0 No 63346 (52J) outside Borough Gardens in 1959. N. Skinner

The northern-most entrance to Borough Gardens shed in the mid-1950s amid the usual ash and clinker problem. B. Hilton Collection

A broadside view of 'J72' 0-6-0T No 69017 (54C) inside Borough Gardens in 1950. H. C. Casserley



54D CONSETT

Pre-Grouping Origin: NER
Gazetteer Ref: 27 C4
Closed: 1965
Shed-Codes: 54D (1949-1958)
52K (1958-1965)
Allocations: 1950 (54D)

Class Q6 0-8-0

63346	63361	63404	63439
63357	63365	63418	63455
63359	63372	63433	

Class N8 0-6-2T

69394	69395

Total 13

Allocations: 1959 (52K)

Class Q6 0-8-0

63345	63365	63404	63427	63455
63357	63372	63406	63433	
63359	63379	63418	63439	

Class J94 0-6-0ST

68019

Total 14

Allocations: 1965 (52K)

Class K1 2-6-0

62027

Class Q6 0-8-0

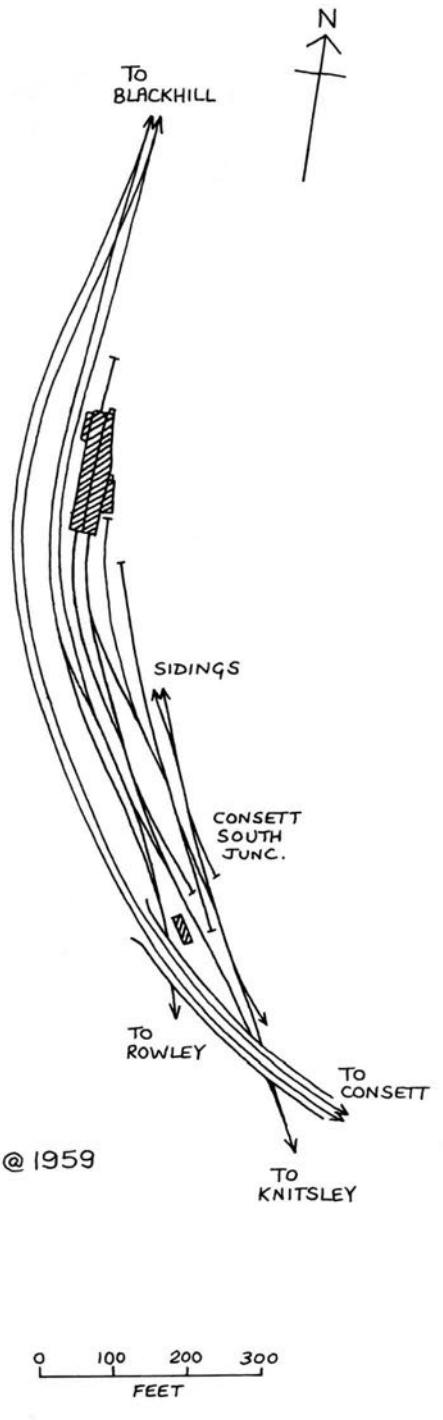
63357	63379	63395	63455
63368	63394	63427	

Total 8

Previously a single lane establishment, Consett shed was doubled in size about 1950 with the provision of a parallel structure.

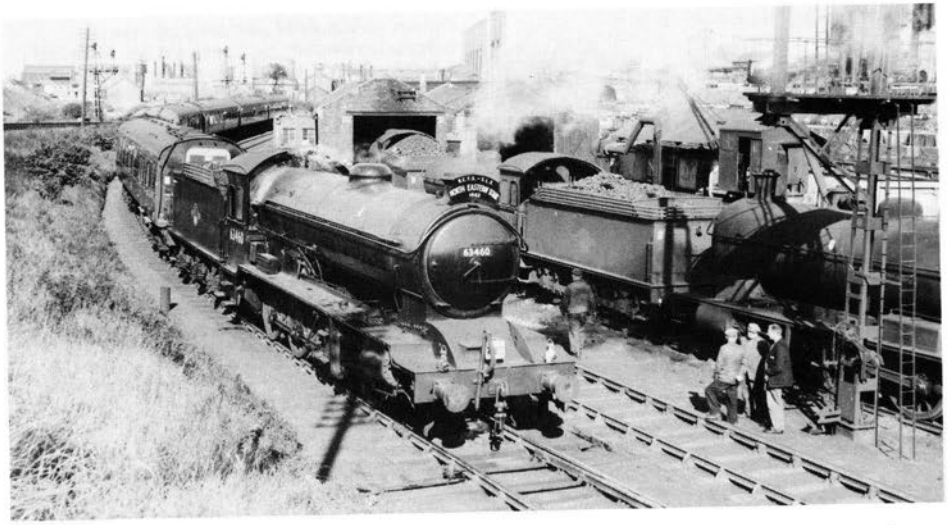
The motive power reorganisation of September 1958 resulted in Consett being re-coded 52K.

The shed closed in May 1965 and the remaining seven locos were dispersed as follows: Nos 63368/94 to West Hartlepool 51C, Nos 62027/63427 to North Blyth 52F, Nos 63379/455 to Tyne Dock 52H and No 63395 to Sunderland 52G.

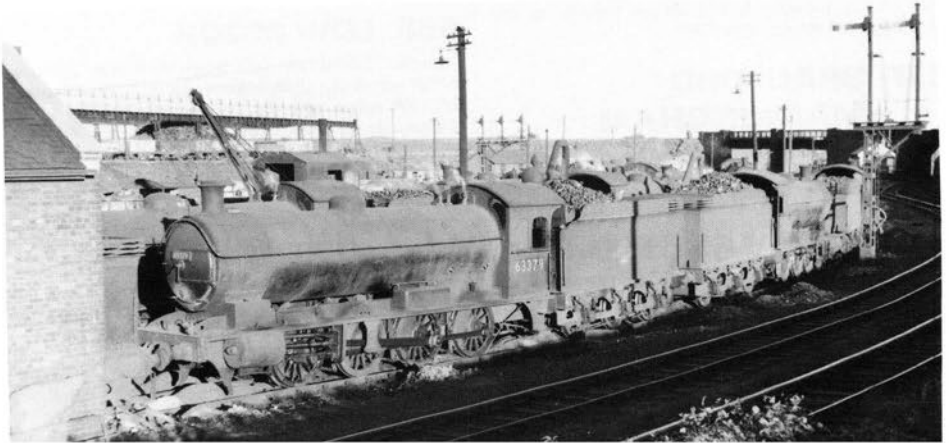


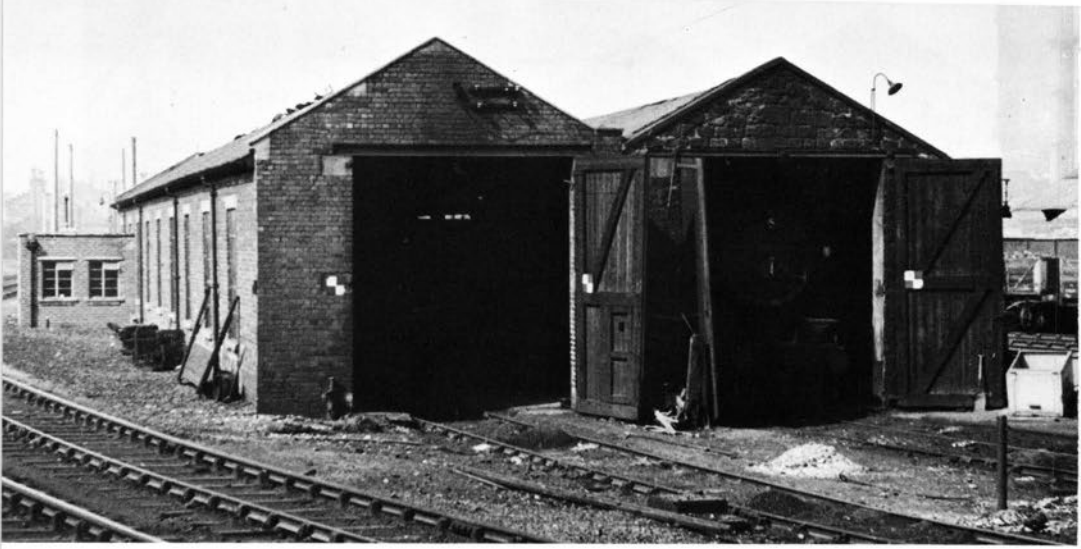
One of Consett's longer serving 'Q6' 0-8-0s, No 63357, rests at is home depot in 1963. A. G. Ellis

A powerful Class Q7 0-8-0 No 63460 (52H) heads a RCTS and SLS joint 'special' (NER tour 1963) past Consett shed in September 1963. N. Skinner



Looking south-east across the yard at Consett in 1959 clearly showing the limited stabling space. K. Fairey





Consett shed in 1954 portraying the recently constructed westerly section on the left. Class WD 2-8-0 No 90045 (54D) can just be seen through the entrance of the original right-hand building.
Photomatic

55A LEEDS HOLBECK
55B STOURTON

Refer to 20A Leeds Holbeck, 20B Stourton within the LMR volume. Both depots were of Midland Railway origin and did not transfer to the North Eastern Region until 1957.

55C FARNLEY JUNCTION

Refer to 25G Farnley Junction within the LMR volume. The shed was of LNWR origin and did not transfer to the North Eastern Region until 1956.

55D ROYSTON
55E NORMANTON

Refer to 20C Royston, 20D Normanton within the LMR volume. The depots were of LMS (1932) and LYR origins respectively and did not transfer to the North Eastern Region until 1957.

55F BRADFORD MANNINGHAM

Refer to 20E Bradford Manningham within the LMR volume. The shed was of Midland Railway origin and did not transfer to the North Eastern until 1957.

55G HUDDERSFIELD

Refer to 25B Huddersfield within the LMR volume. The depot was of LNWR origin and did not transfer to the North Eastern Region until 1957.

55H LEEDS NEVILLE HILL

See 50B Leeds Neville Hill in this volume.

56A WAKEFIELD

Refer to 25A Wakefield within the LMR volume. The shed was of LYR origin and did not transfer to the North Eastern Region until 1956.

56B ARDSLEY
56C COPLEY HILL

Refer to 37A Ardsley, 37B Copley Hill within the ER volume. Both depots were of GNR origin and did not transfer to the North Eastern Region until 1956.

56D MIRFIELD
56E SOWERBY BRIDGE
56F LOW MOOR

Refer to 25D Mirfield, 25E Sowerby Bridge, 25F Low Moor within the LMR volume. All three depots were of LYR origin and did not transfer to the North Eastern Region until 1956.

56G BRADFORD HAMMERTON STREET

Refer to 37C Bradford Hammerton Street within the ER volume. The shed was of GNR origin and did not transfer to the North Eastern Region until 1956.

List of Shed-Codes

The following list sets out every shed-code that existed for steam Motive Power Depots under the North Eastern Region from 1949 to 1967 along with each venue and its length of occupancy.

50A York 1949-67
50B Leeds Neville Hill 1949-60
Hull Dairycoates 1960-67
50C Selby 1949-59
50D Starbeck 1949-59
Goole 1960-67
50E Scarborough 1949-63
50F Malton 1949-63
50G Whitby 1949-59

51A Darlington 1949-66
51B Newport 1949-58
51C West Hartlepool 1949-67
51D Middlesbrough 1949-58
51E Stockton 1949-59
51F West Auckland 1949-64
51G Haverton Hill 1949-59
51H Kirkby Stephen 1949-58
51J Northallerton 1949-63
51K Saltburn 1949-58
51L Thornaby 1958-64

52A Gateshead 1949-65
52B Heaton 1949-63
52C Blaydon 1949-63
52D Tweedmouth 1949-66
52E Percy Main 1949-65
52F North & South Blyth 1949-67
52G Sunderland 1958-67
52H Tyne Dock 1958-67
52J Borough Gardens 1958-59
52K Consett 1958-65

53A Hull Dairycoates 1949-60
53B Hull Botanic Gardens 1949-59
53C Hull Springhead 1949-58
53D Bridlington 1949-58
53E Cudworth 1949-51
Goole 1956-60

54A Sunderland 1949-58
54B Tyne Dock 1949-58
54C Borough Gardens 1949-58
54D Consett 1949-58

55A Leeds Holbeck 1957-67
55B Stourton 1957-67
55C Farnley Junction 1956-66
55D Royston 1957-67
55E Normanton 1957-67
55F Bradford Manningham 1957-67
55G Huddersfield 1957-67
55H Leeds Neville Hill 1960-66

56A Wakefield 1956-67
56B Ardsley 1956-65
56C Copley Hill 1956-64
56D Mirfield 1956-67
56E Sowerby Bridge 1956-64
56F Low Moor 1956-67
56G Bradford Hammerton Street 1956-58

Index

Blaydon (52C) 70
Borough Gardens (54C) 105
Botanic Gardens (*see* Hull Botanic Gardens)
Bridlington (53D) 95

Clifton (*see* York)
Consett (54D) 108
Cudworth (53E) 97

Dairycoates (*see* Hull Dairycoates)
Darlington (51A) 29

Gateshead (52A) 62
Greensfield (*see* Gateshead)

Haverton Hill (51G) 49
Heaton (52B) 67
Hull Botanic Gardens (53B) 89
Hull Dairycoates (53A) 84
Hull Springhead (53C) 92

Kirkby Stephen (51H) 51

Leeds Neville Hill (50B) 11

Malton (50F) 24
Middlesbrough (51D) 40

Neville Hill (*see* Leeds Neville Hill)
Newport (51B) 33
Northallerton (51J) 54
North & South Blyth (52F) 79

Park Lane (*see* Borough Gardens)
Percy Main (52E) 76

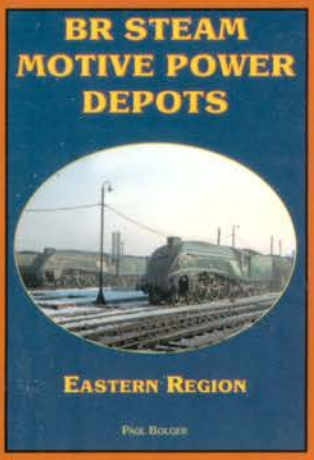
Saltburn (51K) 56
Scarborough (50E) 21
Selby (50C) 15
South Blyth (*see* North & South Blyth)
Springhead (*see* Hull Springhead)
Starbeck (50D) 18
Stockton (51E) 43
Sunderland (54A) 98

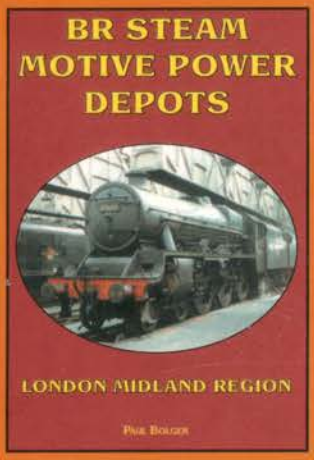
Thornaby (51L) 58
Tweedmouth (52D) 73
Tyne Dock (54B) 101

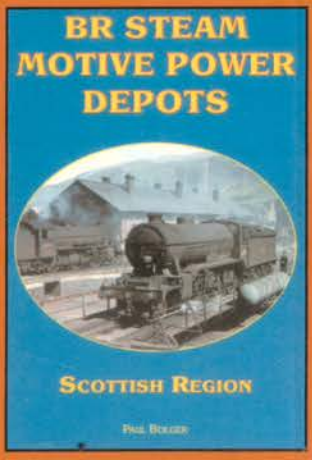
West Auckland (51F) 46
West Hartlepool (51C) 36
Whitby (50G) 26

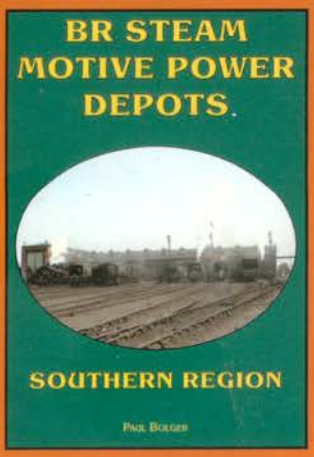
York (50A) 4

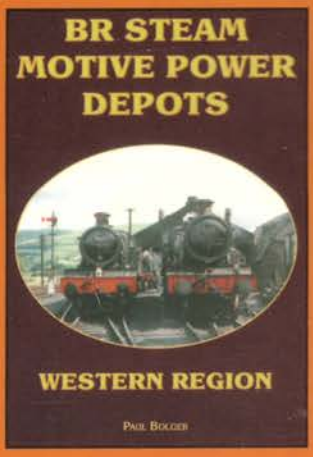
Other Titles Available in this Series











9 781907 094118

Price £9.99

Book Law Publications
Nottingham